

Minute Action

AGENDA ITEM: 18

Date: March 3, 2010

Subject: SANBAG's application for two Federal Transit Administration Section 5304 Rural Transit Planning Grants for a Comprehensive Operational Analysis for Mountain Area Regional Transit and a Rural Connectivity Planning Grant for rural portions of San Bernardino County

Recommendation: Authorize staff to proceed with two grant applications for FTA Section 5304 Rural Transit Studies Grant program in an amount not to exceed \$100,000 per grant application.

Background: Every year Caltrans releases a call for projects for Rural Transit Planning Studies funded through FTA Section 5304 funds. The Rural Transit Planning Grants objective is to help transit providers with technical planning and to support studies that show benefit to rural areas. SANBAG is submitting two grant applications for this call for projects.

The grant application for MARTA is for the completion of a comprehensive operational analysis to increase efficiency and effectiveness through improvements in service delivery for intra community services as well as "down the hill" services. In addition, this study will help define market segment needs in the mountain communities and address drops in ridership and introduce overall operational improvements.

The Rural Connectivity grant application is to examine intercity connectivity needs and opportunities for San Bernardino County's rural residents who must

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

travel into larger cities for services and job opportunities and will focus some efforts to address Caltrans identified gap in intercity service from Needles into Barstow, Victorville and San Bernardino.

Each grant is asking for funding not to exceed \$100,000 in federal funds with a required 11.47% local match.

Financial Impact: In the event that SANBAG is successful in receiving the grants, a subsequent agenda item will be brought to the Board for the appropriate budgetary approvals.

Reviewed By: This item was reviewed by the Mountain/Desert Committee on February 19, 2010 and unanimously recommended for approval.

Responsible Staff: Beth Kranda, Transit Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 19

Date: March 3, 2010

Subject: Agreement R10188 with Caltrans for Allocation of Funds Reserved for Project Planning, Programming, and Monitoring (PPM)

Recommendation:* Approve Agreement R10188 with Caltrans for allocation to SANBAG of \$1,200,000, of Regional Share State Transportation Improvement Program (STIP) funds for PPM activities, as specified in the Financial Impact Section.

Background: SB45 and the STIP Guidelines provide for programming or reservation of up to five percent of the county share funds for project planning, programming, and monitoring. These funds can be used for activities such as:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of STIP submittals and studies supporting them.

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

The approved budget relies on about two percent of the five percent statutorily authorized for use from San Bernardino County's Regional Share to fund planning, programming, and monitoring activities undertaken in FY 2009-2010.

Financial Impact:

The total agreement amount is \$1,200,000 and is among the revenue sources included in the approved FY 2009-2010 Budget to fund the project planning, programming, and monitoring operations of the agency. The \$1,200,000 in PPM funds support work elements consistent with budgeted tasks 50010000, Transportation Improvement Program, 37310000, Federal/State Fund Administration, 85010000, Alternative Project Financing, 6121000 Local Project Technical Assistance, and 51510000 Measure I Valley Apportionment.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on February 17, 2010.

Responsible Staff:

Ty Schuiling, Director of Planning and Programming
Philip Chu, Transportation Programming Analyst

SANBAG Contract No. 101088

between SANBAG and California Department of Transportation for FY 2009-10 Planning, Programming & Monitoring Funds

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input checked="" type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes: City contributions to pay for Regional greenhouse Gas Inventory and Related work

Original Contract:	\$ 1,200,000	Previous Amendments	\$ 0.00
		Previous Amendments	\$ 0.00
		Contingency / Allowance Total:	
Contingency / Allowance Amount	\$ 0.00	Current Amendment:	\$ 0.00
		Current Amendment Contingency / Allowance:	\$ 0.00

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ► \$ 1,200,000

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼ Include funding allocation for the original contract or the amendment

Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
0373	000	000	52001	21202	PPM	\$ 660,183
0500	000	000	52001	21202	PPM	\$ 213,437
0515	000	000	52001	21202	PPM	\$143,421
0612	000	000	52001	21201	PPM	\$ 44,655
0850	000	000	52001	21201	PPM	\$138,304

Original Board Approved Contract Date:	3-3-10	Contract Start	10-15-09	Contract End:	12-31-12
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New Amend. Approval (Board) Date:	_____	Amend. Start:	_____	Amend. End:	_____
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Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation**.

Approved Budget Authority ►	Fiscal Year: <u>09/10</u> \$ <u>1,200,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation ►	\$ <u>0.00</u>
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☒ Budget authority for this contract currently exists in Task No. 373, 500, 515, 612, 850 (C-Task may be used here.).

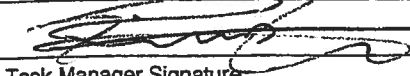


☐ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

- ☒ Intergovernmental
 ☐ Private
 ☐ Federal Funds
 ☐ State/Local Funds
☐ Disadvantaged Business Enterprise (DBE)
 ☐ Underutilized DBE (UDBE)

Task Manager: Philip Chu	Contract Manager: Ty Schuiling
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 Task Manager Signature	2/24/10 Date	 Contract Manager Signature	2/24/10 Date
 Chief Financial Officer Signature	2/24/10 Date		

STIP PLANNING, PROGRAMMING & MONITORING PROGRAM
FUND TRANSFER AGREEMENT

Project Number: PPM10-6053(082)
Agreement Number: PPM10-6053(082)

Location: 08-SBD-0-SBAG
EA: 08-925156
PPNO: 9811

THIS AGREEMENT entered into on October 15, 2009 is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and San Bernardino Associated Governments, a local public agency, hereinafter referred to as ADMINISTERING AGENCY.

WHEREAS the California State Budget Act of 2009 appropriates State Highway funds under local assistance for the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring Program (PPM), and

WHEREAS PPM is defined as the project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program and the STIP required by Government Code Section 14527, et. seq. and for the monitoring of project implementation for projects approved in these documents, hereinafter referred to as PPM PROJECT, and

WHEREAS the California Transportation Commission (CTC) is tasked to allocate these funds in accordance with the amounts approved in the STIP in accordance with section 14527 (h) of the California Government code:

NOW, THEREFORE, the parties agree as follows:

SECTION I

STATE AGREES:

1. As authorized by Section 14527(h) of the Government Code and Section 21 of the CTC STIP Guidelines dated December 13, 2006 and included in item 2660-606-3008 of Chapter 1 of the Statutes of 2009, to reimburse ADMINISTERING AGENCY for its PPM PROJECT in an amount not to exceed \$1,200,000.00 from monies appropriated in Fiscal Year 2009/2010 for the local assistance.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer

Date

\$

12/29/09 1,200,000.00

Chapter	Statutes	Item	Fiscal Year	Program	BC	Category	Fund Source	\$
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1	2009	2660-606-3008	2009/2010	20.30.600.670	C	262040	606-008-O	\$1,200,000.00

2. To make reimbursements to ADMINISTERING AGENCY as promptly as State fiscal procedures will permit, but not more often than monthly in arrears, upon receipt of an original and two copies of signed invoice in the proper form of covering actual allowable costs incurred for the period of the Progress Payment Invoice.

3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY pursuant to the provisions of State and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

SECTION II

ADMINISTERING AGENCY AGREES:

1. To use all state funds paid hereunder only for eligible PPM PROJECT specific work activities as defined in Attachment A to this AGREEMENT.

2. To use all state funds paid hereunder only for those transportation purposes that conform to Article XIX of the California State Constitution.

3. To prepare and submit to STATE an original and two copies of signed invoices for reimbursement of allowable costs incurred by ADMINISTERING AGENCY.

4. To repay to State any costs for which ADMINISTERING AGENCY receives payment that are determined by subsequent audit to be unallowable within thirty (30) days of ADMINISTERING AGENCY receiving notice of audit findings. Should ADMINISTERING AGENCY fail to reimburse monies due STATE within (30) days of demand, or within such other period as may be agreed between both parties hereto, STATE reserves the right to withhold future payments due ADMINISTERING AGENCY from any source, including, but not limited to, the State Treasurer and the State Controller.

5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of three years from the date of Final Report of Expenditures submittal to State or until audit resolution is achieved and to make all such supporting information available for inspection and audit by representatives of the STATE. Copies will be made and furnished by ADMINISTERING AGENCY upon request.

6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support reimbursement payment vouchers or invoices which segregate and accumulate costs of PPM PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching costs, and other expenditures by ADMINISTERING AGENCY.

7. To prepare a Final Report of Expenditures including a final invoice reporting actual costs expended in accordance with Attachment A and submit that Report and invoice no later than 60 days following the completion of expenditures. These allocated PPM funds are available for expenditure until June 30, 2012. The Final Report of Expenditures must state that the PPM funds were used in conformance with Article XIX of the California State Constitution and for PPM purposes as defined in this Agreement. Three copies of this report shall be submitted to STATE.

8. To obtain an audit for PROJECTS in excess of \$300,000. The ADMINISTERING AGENCY and its subcontractors may fulfill the audit requirement by either contracting with an accounting firm to do a project specific audit or arrange to have the project audited concurrently with its independent annual audit, if performed. The audit must state that project funds were used in conformance with Article XIX of the California State Constitution. Three copies of this report shall be submitted to STATE.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this AGREEMENT are subject to the availability of the state funds encumbered under this AGREEMENT.
2. Eligible expenditures under this agreement shall be from the effective date of allocation to June 30, 2012.
3. In the event that ADMINISTERING AGENCY fails to implement or complete the PPM PROJECT commenced under this Agreement, fails to perform any of the obligations created by this agreement or fails to comply with applicable State laws and regulations, STATE reserves the right to terminate funding for the PPM PROJECT or portions thereof, upon written notice to ADMINISTERING AGENCY. An audit may be preformed as provided in Section II, Article (4) of this agreement.
4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify and save harmless the State of California, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.
5. As a condition of acceptance of the State funds provided for under this Agreement, ADMINISTERING AGENCY will abide by all State policies and procedures pertaining to the PPM PROJECT.
6. This Agreement shall terminate on December 31, 2012.

STATE OF CALIFORNIA
Department of Transportation

San Bernardino Associated Governments

By: _____
Office of Project Implementation
Division of Local Assistance

Date: _____

By: _____
Title:

Date: _____

Attest: _____
Title:

Attachment to PPM Agreement Letter

The agency shall prepare a PPM plan, which will become a part of the Fund Transfer Agreement, titled Attachment A.

This plan is a one or two page summary outline of the major activities and, where appropriate, sub activities that will be accomplished with the current year PPM fund allocation. The plan shall outline the specific activities the Agency plans to implement. Indicate the approximate time period and cost for each major activity.

Funds may be moved between the elements. It is expected that work will be accomplished for each element and any revisions will be discussed in the Final Report of Expenditures.

Indicate if this is a single or multi-year plan for this specific allocation and the anticipated date of completion of all expenditures.

Fund allocations for future years should not be requested until this plan's expenditures are near completion.

Expenditures must be completed no later than two years after the fiscal year of allocation.

A Final Report of Expenditures is required within 60 days of completion of expenditures. Current or future allocations may be terminated if this report is not prepared in a timely manner. Unexpended funds shall be returned to the State.

A very simple plan is illustrated below. Details of a plan should be consistent with the activities proposed and funding received.

Attachment A: XYZ RTPA

STIP Planning, Programming and Monitoring Activities Plan (FY 2009/2010)

Activity	Time Period	Cost(\$1,000)
A. Prepare/Review Project Study Reports	9/02-4/03	\$10
B. RTIP Amendment Project Review/Programming	2/02-5/03	\$5
C. STIP Amendment Processing/CTC Coordination	5/02-6/02	\$5
D. Monitoring Implementation	9/02-6/03	\$10
Total		\$30

Anticipated Completion date 6/30/12

rev 09/14/2009

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 20

Date: March 3, 2010

Subject: Allocation of CMAQ and STP funds

- Recommendation:** *
1. Approve allocation of unallocated South Coast Air Basin Congestion Mitigation and Air Quality (CMAQ) funds in the amount of \$9.5 million for the E Street sbX Bus Rapid Transit (BRT) Project and \$6.59 million for the Hunts Lane grade separation.
 2. Approve allocation of unallocated Surface Transportation Program (STP) funds in the amounts of \$7.5 million for the La Mesa/Nisqualli Interchange and \$7.5 million for the Yucca Loma Bridge.

Background: SANBAG is limited to a \$100 million additional bond capacity under its Master Indenture until issuance of a long-term bond to retire its Fiscal Year 09/10 Sales Tax Anticipation Notes. During preparation of the Fiscal Year 10/11 Measure I 2010-2040 apportionment and allocation recommendation it became apparent to SANBAG that it could provide allocations to priority projects, as directed by the Board, within its short-term bond capacity only if federal local assistance funds could be allocated in place of bond proceeds to stay within the short-term debt limit. Consequently, SANBAG began exploring ways to allocate CMAQ and STP funds from its unallocated balance to projects already federalized and ready for construction by Fiscal Year 11/12. The four projects that meet the requirements include the E Street sbX, Hunts Lane grade separation, La Mesa/Nisqualli interchange and Yucca Loma Bridge.

*Approved
Board of Directors*

Date: March 3, 2010

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

Staff recommends the allocation of \$6.59 million in CMAQ to the Hunts Lane grade separation to cover the construction shortfall, \$9.5 million in CMAQ to the E Street sbX project, \$7.5 million in STP to the La Mesa/Nisqualli interchange, and \$7.5 million in STP to the Yucca Loma Bridge. Approval of the CMAQ and STP allocations will reduce the need for short-term bond revenue to meet the funding requests for these projects.

Allocating \$15 million in STP funding to the La Mesa/Nisqualli and the Yucca Loma Bridge would fulfill commitment for future funding for the Victor Valley as part of the 2008 State Transportation Improvement Program (STIP). Additionally, by minimizing the amount of bonding required by the Victor Valley jurisdictions for these two priority projects, this strategy will reduce the amount of debt service attributable to the Victor Valley Major Local Highway (MLH) program and enhance revenues for all of the jurisdictions in the Victor Valley. Finally, fulfilling the past STIP commitment would mean that the Victor Valley would maintain access to its proportional shares of future STP and STIP revenue as it becomes available.

Financial Impact: This item will result in the allocation of \$16.09 million in CMAQ fund and \$15 million in STP funds from SANBAG's unallocated balances. The E Street sbX, La Mesa/Nisqualli interchange and Yucca Loma Bridge are all locally sponsored projects, so the allocation to those projects will have no impact on the current adopted Budget. The Hunts Lane grade separation is managed by SANBAG and the \$6.09 million will be included for the project in the Fiscal Year 10/11 Budget. All staff activities are consistent with the current adopted Budget TN. 37310000 Federal/State Fund Administration.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on February 11, 2010 and by the Mountain/Desert Committee on February 19, 2010.

Responsible Staff: Ty Schuiling, Director of Planning/Programming

Minute Action

AGENDA ITEM: 21

Date: March 3, 2010

Subject: Contract Cancellation for Projects Impacted by the Deprogramming Action of Unobligated Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Funds in Response to the Federal Highway Administration's (FHWA's) Rescission Notices

Recommendation:* Approve cancellation of the following funding contracts between SANBAG and local agencies for projects impacted by the deprogramming action approved by the SANBAG Board on October 7, 2009.

1. Cancellation of Contract Number #01-036. The El Mirage Road reconstruction project. Total amount of \$1,376,000 STP.
2. Cancellation of Contract Number 01-052. The Adelanto/Auburn Jonathan paving project. Total amount of \$224,000 CMAQ.
3. Cancellation of Contract Number 01-033. The Needles Highway project, total amount of \$1,815,000 STP.
4. Cancellation of Contract Number 01-038. The National Trails project. Total amount of \$1,597,000 STP.
5. Amending RTIP Number 20040825. The Upland Metrolink station project. Total amount of \$2,777,000 CMAQ.

Background: On October 7, 2009, the SANBAG Board, in response to FHWA's two 2009 rescission notices, approved deprogramming of five projects previously obligated for funding with STP and CMAQ funds. All five projects are currently in the

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*Approved
Board of Directors*

Date: March 3, 2010

Moved: Second:

In Favor: Opposed: Abstained

Witnessed: _____

federal environmental process. The Mountain/Desert Committee directed that SANBAG's commitment to these projects be acknowledged by indicating that they would receive funding priority at such time as they are demonstrably ready to initiate the next phase of work.

SANBAG staff is currently working on two steps to implement this action: incorporating the action into the 2011 Federal Transportation Improvement Program (FTIP) and termination of the funding contracts between SANBAG and local jurisdictions associated with these projects. The termination of these contracts will void SANBAG's contractual funding commitment for each of the five projects. One thousand dollars (\$1,000) of federal funds will remain in the 2011 FTIP for each project for the purpose of keeping each project active through federal environmental processes. Below is a summary of each contract that staff is recommending for termination:

1. The El Mirage Road reconstruction project. Cancellation of Contract Number 01-036 and its amendment #2 (ending August 31, 2003). Total amount of \$1,376,000 STP.
2. The Adelanto/Auburn Jonathan paving project. Cancellation of Contract Number 01-052 and its amendment #1 (ending November 30, 2003). Total amount of \$224,000 CMAQ.
3. The Needles Highway project. Cancellation of Contract Number 01-033 and its amendment #1 (ending January 31, 2006). Total amount of \$1,815,000 STP.
4. The National Trails project. Cancellation of Contract Number 01-038 and its amendment #1 (ending January 30, 2005). Total amount of STP.
5. The Upland Metrolink station project. Amending deprogramming of the RTIP Number 20040825. Total amount of \$2,777,000 CMAQ.

Staff will bring forward the draft 2011 FTIP submittal at the March 2010 Plans and Programs Policy Committee meeting for review and comment.

Financial Impact: This item has no impact to SANBAG's Fiscal Year 2009-2010 Budget.

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Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on February 17, 2010 and the Mountain/Desert Committee on February 19, 2010.

Responsible Staff: Wendy Li, Chief of Programming

Minute Action

AGENDA ITEM: 22

Date: March 3, 2010

Subject: Allocation of Mojave Desert Air Basin (MDAB) Congestion Mitigation/Air Quality (CMAQ) Funds for Fiscal Year (FY) 2009-2010 and FY 2010-2011

Recommendation:* Approve allocation of MDAB CMAQ funds to the following projects to be delivered in federal FY 2009-2010 and FY 2010-2011:

1. The Park & Ride Expansion project at the Junction of US 395 and Joshua Street-\$508,000.
2. The Lenwood Grade Separation project- \$1,000,000.
3. The Yucca Loma-Yates Road Corridor Grade Separation project - \$1,000,000.
4. The I-15/La Mesa Operational Improvement project Phase I-\$1,200,000.
5. Synchronization of traffic signals along State Route 62- \$226,000.
6. New Victorville to Barstow transit service (from transit set-aside)-\$250,000.

Background: On October 7, 2009, SANBAG Board approved the eligibility of the following project types for programming consideration with CMAQ funds from MDAB apportionments.

- Grade Separation Projects.
- Traffic operational improvement projects such as traffic signal synchronization.
- Park & Ride projects.

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The Board also directed staff to not exclude paving dirt roads projects from future MDAB CMAQ programming consideration.

SANBAG fared better in the two SAFETEA-LU rescissions applied to CMAQ and STP in 2009 than the other regional transportation planning agencies within the SCAG region, but nevertheless suffered a \$4.9 million apportionment loss in CMAQ funds. At the statewide level, California lost all CMAQ apportionment through the 2009 rescissions. Prior to the beginning of federal FY 2010 that began on October 1, 2009, the statewide CMAQ apportionment balance was wiped out completely. As of today, the Federal Highway Administration has provided partial CMAQ apportionments through the extension of SAFETEA-LU.

The allocation proposal presented in this item assumes SANBAG will receive full CMAQ apportionments in FY 2009-2010 and FY 2010-2011. The total apportionment target level is \$4 million. Staff will bring forward a modified proposal if SANBAG's allocation level is significantly different than this because of federal budget adjustments or a new authorization.

This allocation recommendation is the outcome of a MDAB CMAQ Allocation Review Committee meeting that included representatives from the Mojave Desert Air Quality Management District, Caltrans, the County of San Bernardino, City of Victorville, City of Hesperia, Town of Apple Valley, Town of Yucca Valley and SANBAG staff. The candidate projects were prioritized as follows:

1. The Park & Ride Expansion project at Junction of US 395 and Joshua Street (Total requested: \$508,000).
2. The Lenwood Grade Separation project (Total requested: \$1,000,000).
3. The Yucca Loma Yates Road Corridor Grade Separation project (Total requested: \$1,000,000).
4. The I15/La Mesa Operational Improvement project (Initial total requested: \$3,516,000. The project has split into two phases. The City adjusted allocation request to \$1,200,000 to fund the first phase of the project).
5. Synchronization of traffic signals along State Route 62. Total requested: \$226,000.
6. The Traffic Signal project - Install 3- way traffic signal at Spring Valley Pkway & Country Club Dr. (Total requested : \$226,000).
7. The High Desert Traffic Detection project – Vehicle Detecting along I-15 from I-15/ SR 138 to state line (Total requested: \$1,440,000).
8. The Installation of Back-up Battery Systems in Four Traffic Control Signals project (Total requested: \$40,000).

9. The Dirt Paving project for paving San Martin Road from Luna Road to Palmdale Road (Total requested: \$897,000).

Several projects were dropped from programming consideration because they failed to meet federal CMAQ eligibility criteria. For example, three out of the four dirt paving projects are not on the Federal Aid System. The top five projects were recommended to receive allocations. In addition to the PON process, staff also received a \$250,000 transit request to fund a new transit service from Victorville to Barstow. This request is consistent with SANBAG's existing transit setaside policy and is included in the recommendation.

Financial Impact: This item has no direct financial impact to SANBAG's Fiscal Year 2009-2010 Budget. These funds are allocated by SANBAG to local agencies but do not flow through the SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by Mountain/Desert Policy Committee on February 19, 2010.

Responsible Staff: Wendy Li, Chief of Programming

Minute Action

AGENDA ITEM: 23

Date: March 3, 2010

Subject: Request for Proposal (RFP) for Disadvantaged Business Enterprise (DBE) Annual Goal Preparation and Additional DBE Services

Recommendation: * Authorize staff to release Request for Proposal RFP10193 for Disadvantaged Business Enterprise (DBE) Services (Attachment A).

Background: The intent of the RFP is to seek proposals from qualified vendors for Consulting Services related to the SANBAG Disadvantaged Business Enterprise (DBE) Program. Padilla & Associates has provided these services since 2005/2006.

The scope of services for the new contract are:

1. Develop SANBAG's Annual Anticipated DBE Percentage Level (AADPL) for FFY 2010/2011 in accordance with the U.S. Department of Transportation (DOT) DBE Program (Title 49 CFR Part 26) requirements, recently published Race-Conscious DBE Program issued by Caltrans, Local Assistance Procedures Manual requirements, and federally prescribed methodology as follows:

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Step One: Determining the Base Figure. Determining the relative availability of Underutilized Disadvantaged Business Enterprises (UDBE) within SANBAG's market area for each affected North American Industry Classification System (NAICS) work category and perform the required weighing to establish the Base Figure 2.

Step Two: Adjusting SANBAG's Base Figure. Surveying and analyzing other relevant evidence for full consideration in the adjusting SANBAG's Base Figure; evidence may include but is not limited to the following: current capacity of UDBEs to perform work in SANBAG's DOT-assisted contracting program; past DBE Goal/AADPL Attainment (Participation); and Other Local Agencies' AADPL's and/or Overall Annual DBE Goals.

2. Upon completion of Step 2, assess and determine Race-Conscious and Race-Neutral participation projections, including corresponding rationale toward meeting the local Agency's AADPL.
3. Preparation of all required correspondence necessary for submission to Caltrans and/or other DOT Operating Administrations to facilitate their respective approvals, including Caltrans Exhibit 9-B.
4. Preparation of SANBAG's election regarding "Prompt Payment", as required.
5. Preparation of Staff Board Report and/or Board Resolution as needed.
6. Preparation of new "DBE Race-Conscious Implementation Agreement for Local Agencies (Exhibit 9-A)" to ensure compliance with Caltrans' submittal requirement.
7. Develop SANBAG's Contract Specific UDBE Goal(s) and Determination of Application in accordance with Caltrans' published policy directives.
8. Participation in pre-bid opening workshops providing information on DBE goals and good faith efforts.
9. Review DBE submittal as submitted by low bidder for DBE/UDBE goal attainment or good faith effort finding. Reviews of next low-bidder submittals may be necessary should low-bidder not meet goal or make a sufficient good faith effort.
10. Hourly rate for consultation and training on DBE/UDBE requirements and strategies.

In addition, with each bid, the consultant must submit a one-page statement of experience in providing DBE services.

Financial Impact: This item is consistent with the FY 2010/2011 budget task number ISF10.

Reviewed By: This item was reviewed and approved by the Administrative Policy Committee on February 10, 2010. SANBAG Counsel has reviewed and approved the draft RFP as to form.

Responsible Staff: Duane A. Baker, Director of Management Services

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

REQUEST FOR PROPOSAL

FOR

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

ANNUAL GOAL PREPARATION

AND ADDITIONAL DBE SERVICES

Contract Number: C10193

Issued:

March 4, 2010

Key RFP Dates:

Issue Request for Qualifications	March 4, 2010
Statement of Proposal Due	April 2, 2010
Shortlist and Notify Contractor (Anticipated)	April 2010
Interview Shortlisted Contractor (Anticipated)	April 2010
Select Contractor (Anticipated)	April 23, 2010
SANBAG Board Approval (Anticipated)	May 5, 2010
Notice to Proceed (Anticipated)	May 2010

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

REQUEST FOR PROPOSAL

FOR

COST BREAKDOWN PROPOSAL REQUEST

DISADVANTAGED BUSINESS ENTERPRISE (DBE) ANNUAL GOAL PREPARATION

AND ADDITIONAL DBE SERVICES

I. INTRODUCTION

San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide.

II. SERVICES

SANBAG is requesting an informal cost breakdown proposal for Disadvantaged Business Enterprise (DBE) annual goal preparation and additional DBE services as outlined below.

The proposal should provide a specific cost breakdown for each of the numbered items below:

1. Develop SANBAG's Annual Anticipated DBE Percentage Level (AADPL) for FFY 2010/2011 in accordance with the U. S. Department of Transportation (DOT) DBE Program (Title 49 CFR Part 26) requirements, recently published Race-Conscious DBE Program issued by Caltrans, Local Assistance Procedures Manual requirements, and federally prescribed methodology as follows:

Step One: Determining the Base Figure. Determining the relative availability of Underutilized Disadvantaged Business Enterprises (UDBE) within SANBAG's market area for each affected North American Industry Classification System (NAICS) (work category) and perform the required weighing to establish the Base Figure 2.

Step Two: Adjusting SANBAG's Base Figure. Surveying and analyzing other relevant evidence for full consideration in the adjusting SANBAG's Base Figure; evidence may include but is not limited to the following: current capacity of UDBEs to perform work in SANBAG's DOT-assisted contracting program; past DBE Goal/AADPL Attainment (Participation); and Other Local Agencies' AADPL's and/or Overall Annual DBE Goals.

2. Upon completion of Step 2, assess and determine Race-Conscious and Race-Neutral participation projections, including corresponding rationale toward meeting the local Agency's AADPL.
3. Preparation of all required correspondence necessary for submission to Caltrans and/or other DOT Operating Administrations to facilitate their respective approvals, including Caltrans Exhibit 9-B.
4. Preparation of SANBAG's election regarding "Prompt Payment", as required.

5. Preparation of Staff Board Report and/or Board Resolution as needed.
6. Preparation of new "DBE Race-Conscious Implementation Agreement for Local Agencies (Exhibit 9-A)" to ensure compliance with Caltrans' submittal requirement.
7. Develop SANBAG's Contract Specific UDBE Goal(s) and Determination of Application in accordance with Caltrans' published policy directives.
8. Participation in pre-bid opening workshops providing information on DBE goals and good faith efforts.
9. Review DBE submittal as submitted by low bidder for DBE/UDBE goal attainment or good faith effort finding. Reviews of next low-bidder submittals may be necessary should low-bidder not meet goal or make a sufficient good faith effort.
10. Hourly rate for consultation and training on DBE/UDBE requirements and strategies.

In addition, with each bid, the consultant must submit a one-page statement of experience in providing DBE services.

IV. PROPOSAL INSTRUCTIONS

All interested and qualified Proposers are invited to submit a proposal for consideration. Proposals will be accepted until **4:00 PM, Friday, April 2, 2010**. Six (6) copies are required. Facsimile and electronically transmitted proposals will not be accepted since they do not contain original signatures. Postmarks will not be accepted in lieu of actual receipt. Late or incomplete proposals may not be opened and may not be considered.

Proposals shall be delivered to: Mr. Duane Baker
Director of Management Services
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Proposals shall be submitted in a sealed package, addressed as shown above, clearly marked as follows:

**"DISADVANTAGED BUSINESS ENTERPRISE (DBE) ANNUAL GOAL PREPARATION
AND ADDITIONAL DBE SERVICES"**

Proposals must contain the information listed below and must be compiled in the following format:

A. Cover Letter

Provide the following information:

- A statement requesting SANBAG to evaluate the submitted proposal based upon the Scope of Services for the subject RFP.

- Summary and description of the work to be performed by firm and each subcontractor firm proposed for the project
- Indicate the location of the office from which the proposed project team will be managed.
- In accordance with SANBAG Policy No. 11000-R10, Sect. 7.A.2.f, provide a response to the following question: Has your firm ever been terminated from a contract? If the answer is yes, see item B below.
- A memorandum from a principal from each subcontractor firm describing their specific roles and the services they will be performing.

B. Contract Termination Circumstances:

If contractor has ever been terminated from a contract, either for convenience and/or cause, describe the facts and circumstances in detail, on a separate sheet. See policy for details.

C. Technical Proposal Content:

1. Qualifications, Related Experience, and References

This section of the proposal should establish the ability of the proposed team to satisfactorily perform the anticipated scope of work by reasons of: experience in performing recent work of the same or similar nature; demonstrated experience working with local agencies and cities directly involved in this project; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references. Specifically:

- Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; number of employees.
- Provide a general description of the firm's financial condition, identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede ability to complete the project.
- Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.
- Describe experience in working with the various government agencies that may have jurisdiction over the approval of the work specified in this RFP. Please include specialized experience and professional competence in areas directly related to this RFP.
- Provide a list of past joint work by the firm and each subcontractor, if applicable. The list should clearly identify the project and provide a summary of the roles and responsibilities of each party.
- A minimum of three (3) references should be given. Furnish the name, title, address and telephone number of the person(s) at the client organization who is most knowledgeable

about the work performed. References may also be supplied from other work not cited in this section as related experience.

2. Proposed Staffing and Project Organization

This section of the proposal should establish the method that will be used to manage the project as well as identify key personnel assigned. Specifically:

- a. Provide education, experience and applicable professional credentials of project staff.
- b. Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel.
- c. Identify key personnel proposed to perform the work in the specified tasks and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment, and how long each person has been with the firm.
- d. Include a project organization chart that clearly delineates communication/reporting relationships among the project staff, including subcontractors.
- e. Include a statement that key personnel will be available to the extent proposed for the duration of the project assignments, acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of SANBAG.

3. Work Plan

This section of the proposal shall provide a narrative that addresses the Scope of Services and shows understanding of the project needs and requirements. Specifically:

- a. Describe the approach and work plan for completing the anticipated tasks specified in the Scope of Services attached. The work plan shall be of such detail to demonstrate ability to efficiently accomplish the anticipated project objectives.
- b. Outline sequentially the typical activities that would be undertaken in completing the tasks and specify who in the firm would perform them.
- c. Identify methods that will be used to ensure quality control as well as budget and schedule control for the project.
- d. Identify any special issues or problems that are likely to be encountered during this project and how they will be addressed.
- e. Contractors are encouraged to propose enhancements or procedural or technical innovations to the Scope of Services that do not materially deviate from the objectives or required content of the project.

4. Appendices

Information considered as pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Contractors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials; appendices should only be included if relevant and brief.

D. Contract Comments:

Provide a written discussion of any objections or concerns relative to the Terms and Conditions of SANBAG's standard contract attached. Please note that SANBAG reserves the right to disqualify any contractors that does not provide a complete written discussion of its contractual objections or to disqualify any contractor based on objections that SANBAG considers non-negotiable. SANBAG does not anticipate making substantive changes to its Terms and Conditions.

E. Entire Proposal:

The Contractor's proposal package is limited to 50 (8 ½" x 11") pages single-sided. Charts and schedules may be included in 11" x 17" format. Proposals shall not include any unnecessarily elaborate or promotional material. Lengthy narrative is discouraged, and presentations should be brief and concise. The page limit does not include the outside cover, section dividers, cover letters and subcontractor commitment memorandum, charts, schedules or appendices. Proposals that do not contain the required information or do not contain the required number of copies (eight) will not be accepted.

F. Changes:

During the selection process, any changes in key contractor or subcontractor personnel proposed in the PROPOSAL must be brought to the attention of SANBAG immediately.

V. ACCEPTANCE OF PROPOSALS

SANBAG reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals. SANBAG reserves the right to withdraw or cancel this RFP at any time without prior notice and SANBAG makes no representation that any contract will be awarded to any firm responding to this RFP. SANBAG reserves the right to re-issue a new RFP for the same or similar services. SANBAG reserves the right to postpone proposal openings for its own convenience. Proposals received by SANBAG are public information and must be made available to any person upon request. Submitted proposals are not to be copyrighted.

VI. CONTRACTOR SELECTION

The primary objective of SANBAG is to select highly qualified firms to perform necessary professional services for SANBAG at a fair and reasonable cost. Contractors may obtain a copy of the consultant selection policy by accessing the SANBAG website. In addition, SANBAG has established the following criteria for the selection process:

- A. The selection process shall be fair, open, and competitive.
- B. Selection of private contractors/firms shall be based upon demonstrated competence, professional qualifications, experience, and capabilities to perform the required services at a fair and reasonable price to SANBAG, rather than competitive bidding process.

- C. Upon review of the PROPOSALS, a shortlist of firms will be invited to prepare for an interview. The pending contract will be awarded to the responsible, responsive firm best conforming to the RFP, and is in the opinion of SANBAG, most advantageous to SANBAG. SANBAG reserves the right to reject any and all PROPOSALS and to negotiate with any responsible, responsive firm. SANBAG is under no obligation to issue contracts for the subject services.

VII. NEGOTIATIONS AND ENGAGEMENT

The final contract and Scope of Services will be negotiated. Contractors are encouraged to include in their PROPOSAL any comments relating to the Scope of Services and/or the terms and conditions of SANBAG's standard contract. In addition, Contractors are reminded that *any* comments regarding the Terms and Conditions of SANBAG's standard contract must be noted in the proposal. SANBAG reserves the right to disqualify any firm that does not provide written discussions of any disagreements it has relative to SANBAG's Terms and Conditions. SANBAG does not anticipate making any substantive changes to its Terms and Conditions.

VIII. CONFLICT OF INTEREST

The selected contractor will not be prevented from participating in future projects to the extent that no direct conflict of interest exists at the time. The determination of a conflict of interest, direct or incidental, shall be at the sole discretion of SANBAG.

IX. SCHEDULE FOR CONTRACTOR SELECTION

Issue Request for Qualifications	March 4, 2010
Statement of Proposal Due	April 2, 2010
Shortlist and Notify Contractor (Anticipated)	April 2010
Interview Shortlisted Contractor (Anticipated)	April 2010
Select Contractor (Anticipated)	April 15, 2010
SANBAG Board Approval (Anticipated)	May 5, 2010
Notice to Proceed (Anticipated)	May 5, 2010

Dates are subject to change. Additional information and schedule updates will be posted on SANBAG's internet website: www.sanbag.ca.gov under "Bids, RFPs and RFQs".

Contact List:

Appointment/Document Requests:	Ellen Pollema	(909) 884-8276
Questions/Comments:	Duane Baker	(909) 884-8276

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 24

Date: March 3, 2010

Subject: Measure I Capital Improvement Plans for 2009-2010

Recommendation: Accept the Measure I 2009-2010 Summary Report of One Year Capital Improvement Plans for Local Pass-Through Funds (See Attached).

Background: Measure I requires that each local jurisdiction receiving Local Pass-Through Funds annually adopt a Five Year Capital Improvement Plan that identifies the specific projects upon which funds shall be expended. Since the current measure expires this year, local jurisdictions were required to submit a One Year Capital Improvement Plan. The Summary Report is a compilation of the plans adopted by each jurisdiction and provides information on progress toward meeting the objectives of the program.

Plans for the Valley jurisdictions contain projects for local priorities. In addition, the plan for the SANBAG Arterial Programs is also included as the last page in Exhibit A.

It is estimated that the Measure I Local Pass-Through Fund category will result in \$36,339,300 for the County and cities in San Bernardino County to make road improvements within their local jurisdictions through the end of the 2009-2010 one year period. For the San Bernardino Valley, the total Measure I estimate for the year 2009-2010 is \$16,569,090. The plan included in this report lists approximately \$46,174,138 in anticipated projects for road maintenance, repair, and construction.

Plans for the Mountain/Desert jurisdictions contain projects for regional/arterial needs, local roads, and elderly and handicapped transit expenditures.

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

It is estimated that the Measure I Local Pass-Through Fund category will result in \$18,695,153 for the County and cities in the Mountain/Desert Subarea of San Bernardino County to make road improvements within their local jurisdictions through the end of the 2009-2010 one year period. The plans included in this report list approximately \$57,985,648 in anticipated projects for road maintenance, repair, and construction.

Financial Impact: This item has no direct impact upon the Budget. The report contains detailed information on expenditures to be made by local jurisdictions under the guidance established by Board actions and the Measure. Staff activities related to this item are consistent with the adopted Budget, Task No. 50410000, Measure I Admin – Valley, and Task No. 50510000, Measure I Admin-Mountain/Desert General.

Reviewed By: The Measure I One Year Capital Improvement Plans were reviewed and accepted by the Major Projects Committee on February 11, 2010 and by the Mountain/Desert Committee on February 19, 2010.

Responsible Staff: Duane A. Baker, Director of Management Services



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 25

Date: March 3, 2010

Subject: Measure I Five Year Capital Improvement Plans for 2010-2015

Recommendation: * Accept the Measure I 2010-2015 Summary Report of Five Year Capital Improvement Plans for Local Pass-Through Funds (See Attached).

Background: Measure I requires that each local jurisdiction receiving Local Pass-Through Funds annually adopt a Five Year Capital Improvement Plan that identifies the specific projects upon which funds shall be expended. The Summary Report is a compilation of the plans adopted by each jurisdiction and provides information on progress toward meeting the objectives of the program. Plans for all jurisdictions contain projects for local priorities.

It is estimated that the Measure I Local Pass-Through Fund category will result in \$99,936,149 for the County and cities in the San Bernardino Valley to make road improvements within their local jurisdictions through the end of the 2010-2015 five year period. The plans included in this report list approximately \$107,402,429 in anticipated projects for road maintenance, repair, and construction.

It is estimated that the Measure I Local Pass-Through Fund category will result in \$62,001,845 for the County and cities in the Mountain/Desert Subarea of San Bernardino County to make road improvements within their local jurisdictions through the end of the 2010-2015 five year period. The plans

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

included in this report list approximately \$98,176,639 in anticipated projects for road maintenance, repair, and construction.

Financial Impact This item has no direct impact upon the Budget. The report contains detailed information on expenditures to be made by local jurisdictions under the guidance established by Board actions and the Measure. Staff activities related to this item are consistent with the adopted Budget, Task No. 50410000, Measure I Admin-Valley and Task No. 50510000, Measure I Admin-Mountain/Desert.

Reviewed By: The Measure I Five Year Capital Improvement Plans were reviewed and accepted by the Major Projects Committee on February 11, 2010 and by the Mountain/Desert Committee on February 19, 2010.

Responsible Staff: Duane A. Baker, Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 26

Date: March 3, 2010

Subject: Measure I Audits 2007-2008

Recommendation: Accept the Measure I Summary Audit Report of Local Pass-Through Funds for the year ending June 30, 2008 for all jurisdictions except for the Cities of San Bernardino and Victorville (See Attached).

Background: Each year SANBAG provides for audits of all local jurisdictions receiving Measure I Local Pass-Through Funds. The audits examine both financial and compliance issues related to Measure I expenditures. This item contains the draft report summarizing audit findings for each jurisdiction with the exception of the Cities of San Bernardino and Victorville.

The cumulative information contained in the draft audits indicates that San Bernardino Valley jurisdictions, excluding the City of San Bernardino, received \$21,717,585 in Measure I revenue and had remaining fund balances of \$43,318,378.

The cumulative information contained in the draft audits indicates that the Mountain-Desert subarea jurisdictions, excluding the City of Victorville, received \$19,241,080 in Measure I revenue and had remaining fund balances of \$26,344,618.

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

BRD1003d-dab
Attachment:
BRD1003d1-dab

There were no material findings of non-compliance in any of the audits.

SANBAG has not received a draft audit for the City of San Bernardino. The audit was been delayed until a satisfactory resolution was reached over the use of Measure I funds to repay an I-Bank Loan which funded eligible street and road expenditures.

SANBAG has not received a draft audit for the City of Victorville. The audit has been delayed until further detail is received on the possible use of arterial funds for local road maintenance.

When the audits for the Cities of San Bernardino and Victorville are received, we will report back to the Committee and to the Board of Directors on the results.

Financial Impact: This item has no direct impact on the SANBAG budget. Measure I Local Pass-Through Funds are distributed by SANBAG and held by each local jurisdiction in a Measure I Fund. SANBAG expenses relative to the administration of the Measure I program are consistent with the adopted budget, Task No. 50410000, Measure I Administration – Valley and Task No. 50510000, Measure I Administration – Mountain/Desert.

Reviewed By: This item was reviewed by the Plans and Programs Committee on February 17, 2010.

Responsible Staff: Duane Baker, Director of Management Services

DISCUSSION ITEMS

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 27

Date: March 3, 2010

Subject: Announcement of Elections for SCAG District 6, 8 and 10 Regional Council Representatives

Recommendation: Note the date of the upcoming elections for the SCAG Regional Council District representatives on April 7, 2010 following the regularly scheduled SANBAG Board meeting. The last date for candidates to express their interest is Monday, March 8, 2010.

Background: The terms of appointment for the following representatives to the Southern California Association of Governments (SCAG) Regional Council expire at the conclusion of the 2010 SCAG General Assembly on May 6, 2010:

- Mayor Pro Tem Pat Gilbreath representing SCAG District 6, comprising the cities of Colton, Grand Terrace, Loma Linda, Redlands and Yucaipa
- Councilmember Deborah Robertson representing SCAG District 8, comprising the cities of Fontana and Rialto
- Councilmember Glenn Duncan representing SCAG District 10, comprising the cities of Chino, Chino Hills, and Ontario

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The election for the Regional Council representatives will be held on April 7, 2010 at 11:00 a.m. in the SANBAG Lobby following the SANBAG Board meeting.

Members of the SANBAG Board of Directors from cities within the SCAG Districts are eligible to serve as the District representative. If the SANBAG Board Member declines to be a candidate, the SANBAG alternate for that city is eligible to declare his/her candidacy. Eligible candidates must also represent a city that is a dues paying member of SCAG at the time of the election. The term is two years.

The deadline for declaring candidacy is 5:00 p.m. on Monday, March 8, 2010. Following that date, SANBAG will provide notification of declared candidates to all Mayors and Councilmembers in the respective Districts.

Financial Impact: This item has no direct impact on the approved SANBAG budget.

Reviewed By: This item has not received prior policy committee review.

Responsible Staff: Duane A. Baker, Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 28

Date: March 3, 2010

Subject: SANBAG Alternative Fuel Project

- Recommendation:***
1. Receive report and provide direction on the efforts to find a substitute fleet for the SANBAG Alternative Fuel Project;
 2. Approve Sole Source Agreement No. 10-120 with Gladstein, Neandross & Associates (GNA), for an amount not to exceed \$384,000 over a four-year period, for technical and administrative services with the development and implementation of the SANBAG Alternative Fuel Project, as outlined in the Financial Impact Section below; and
 3. Amend the Fiscal Year (FY) 2009/2010 Budget, to increase task number 81210000, in the amount of \$80,000, funding source Department of Energy (DOE) funds, for expenses incurred by SANBAG consultants (GNA) towards the implementation of the SANBAG Alternative Fuel Project, as outlined in the Financial Impact Section below.

Background: This is a new Sole Source Contract. On August 26, 2009, Vice President Biden, along with DOE Secretary Chu, announced that SANBAG was successful in receiving funding from the Clean Cities' Fiscal Year (FY) 09 Petroleum Reduction Technologies Projects for the Transportation Sector. The following week, the CEC announced that SANBAG was a recipient of an Assembly Bill 118 grant award, created and designed specifically to provide match funding to the DOE Clean Cities grant. These two grants total \$19.2 million and will be used towards the transition of 262 tractor/trailer vehicles to natural gas, as well as the construction of two natural gas fueling stations, improvements to maintenance facilities and training.

*

Approved
Board of Directors

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

Project partners include the Southern California Association of Governments (acting as the Southern California Clean Cities Coalition) which will provide outreach and marketing, Gladstein Neandross & Associates which will provide technical and administrative support, and the City of San Bernardino who will provide interim LNG fueling until the permanent fueling station in San Bernardino is constructed. The original project fleet partner was J.B. Hunt Transport Services, Inc., which houses 121 large tractor trailers for local deliveries at the intermodal rail yard in San Bernardino.

At the January 6, 2010 Board meeting, SANBAG approved the execution of an agreement with the DOE. As a result, the DOE funds have been obligated by the federal government. Agreements have yet to be approved with the project partners, as SANBAG had been waiting for CEC contract approval before those were to be brought forward for Board approval. All was progressing until February 2nd, when SANBAG received a letter from J.B. Hunt stating:

“Based on business priorities and the current economic environment, J.B. Hunt Transport Services, Inc., has made the decision to postpone the introduction of an alternative energy project and to focus scarce company resources on our core business activities.”

In conversations with both the DOE and CEC, a similar project with a substitute fleet may be implemented using grant funds, as long as the project schedule, costs and scope remain relatively the same. Therefore, SANBAG and its consultants have been in discussion with several fleets about joining the project so that these grant funds can be retained and this very important project implemented. At the March Board meeting, Staff will present an update to the Board on the efforts to find a substitute fleet.

In the meantime, SANBAG has been in discussion with the DOE and the DOE has approved utilization of the DOE funds for SANBAG Staff and consultant efforts, in furthering this project and towards finding a substitute fleet. DOE stated these expenses are allowable as long as the efforts conform to the DOE agreement approved by the Board on January 6, 2010. Since Staff efforts are ongoing, and because the DOE is funding these efforts 100%, Staff recommends that a Budget amendment be approved to incorporate these funds into the FY 2009/2010 Budget, and a contract be executed with GNA to reimburse them for allowable costs expended on the project to date. Note that SANBAG had received approval by DOE, to expend consultant funds prior to DOE contract execution on January 6, 2010. A letter approving this reimbursement was sent from DOE to SANBAG on October 15, 2010, approving pre contract award

expenses incurred by GNA. Therefore, the contract start date for GNA will be October 15, 2009.

Since a budget amendment and a contract with GNA was not presented to the Plans and Programs Committee (PPC) at their February 17, 2010 meeting, Staff seeks Board approval of this agreement, as well as FY 2009/2010 Budget Amendment.

***Sole Source
Justification:***

The contract with GNA will be a sole source agreement. Per SANBAG Policy No. 11000, contracts may be recommended for approval on a sole source selection based upon certain criteria, which includes:

1. Firm has unique qualifications to perform the work;
2. Firm has demonstrated experience with this and other agencies to complete this work; and
3. Given the scope, depth and duration of the project, there are no other known firms that can perform this type of work for this specific project.

GNA has provided services for SNABAG and other agencies for the past 15 years and has performed outstanding services in this area and Staff believes does possess the unique qualifications and abilities to fulfill this scope of work. Therefore, Staff recommends that the Board approve the contract.

Financial Impact:

The contract with GNA is not to exceed \$384,000 from October 15, 2009 through December 22, 2013. As a result of this contract, the FY 2009/2010 Budget, Task Number 81210000, would increase by \$80,000, using DOE funding. The task will increase from \$70,356, to a new task total of \$150,356. This agreement will have an impact on future budgets, and Staff will reflect that impact in the preparation of future budgets.

Reviewed By:

An update on this project was reviewed by the Plans & Programs Committee on February 17, 2010. The approval of the agreement and budget amendment were not reviewed by the PPC at that time. The agreement was reviewed by Legal Counsel, as to form.

Responsible Staff:

Michelle Kirkhoff, Director of Air Quality/Mobility Programs

SANBAG Contract No. C10120
by and between San Bernardino Associated Governments and
Gladstein, Neandross & Associates
for J.B. Hunt Alternative Fuel Project

FOR ACCOUNTING PURPOSES ONLY							
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>GNA</u>			Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No		<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes:							
Original Contract: \$384,000				Previous Amendments \$ _____			
Contingency / Allowance Amount \$ _____				Previous Amendments \$ _____ Contingency / Allowance Total: \$ _____ Current Amendment: \$ _____ Current Amendment Contingency / Allowance: \$ _____			
Contingency Amount requires specific authorization by Task Manager prior to release.							
Contract TOTAL ►						\$ 384,000	
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure. ▼ Include funding allocation for the original contract or the amendment							
Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt	
812	203	000	52001	81086	DOE Federal ARRA Funds	\$384,000	
Original Board Approved Contract Date:				3/3/10		Contract Start: 10/15/10 Contract End: 12/22/13	
New Amend. Approval (Board) Date:				_____		Amend. Start: _____ Amend. End: _____	
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation.							
Approved Budget Authority ►		Fiscal Year: FY 0910 \$ 80,000			Future Fiscal Year(s) – Unbudgeted Obligation		\$304,000
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.)							
<input checked="" type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.							

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Federal Funds <input type="checkbox"/> State/Local Funds	<input type="checkbox"/> Disadvantaged Business Enterprise (DBE) <input type="checkbox"/> Underutilized DBE (UDBE)

Task Manager: Michelle Kirkhoff	Contract Manager: Maria Modell
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 Task Manager Signature Chief Financial Officer Signature	 Contract Manager Signature Date
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C10120

**ATTACHMENT "C" SCOPE OF WORK (SOW)
LNG PROJECT IMPLEMENTATION
CONSULTING SERVICES - GLADSTEIN, NEANDROSS & ASSOCIATES**

I. Tasks and Deliverables

Task 1: Program Management Assistance

At the direction of SANBAG, GNA will assist in the overarching development and implementation of the project. To accomplish these tasks, GNA will:

1. Coordinate conference calls and meetings with stakeholders and contractors, at the level and frequency necessary to meet the present needs of the project;
2. Provide information to SANBAG and to fleet management as requested; and
3. Provide overall project guidance and management.

Deliverables: Agendas, materials and action item summaries.

Task 2: Assist in Execution, Management and Reporting for DOE and CEC Contracts

GNA will coordinate with SANBAG and other project partners to assist in execution, management and reporting for Department of Energy and California Energy Commission contracts. To accomplish these tasks, GNA will:

1. Coordinate with SANBAG and the funding agencies to identify pre-contracting documentation requirements and provide assistance in developing same;
2. Develop for individual funding recipients and overall project, final statement of work and budget and other documentation required for contract execution, for submittal to funding agencies;
3. Participate in conference calls and meetings as necessary to discuss contracting issues and work toward resolutions;
4. Review draft contracts from CEC and DOE, and develop comments regarding same;
5. Develop project management and reporting protocols; and
6. Gather from project partners project results, expenditures, achievements and other reporting requirements and provide in monthly and or quarterly report formats as required by SANBAG, DOE and CEC.

Deliverables:

1. Comments in track changes on DOE and CEC contracts.
2. SOWs, budget documents and other required contract attachments needed for CEC and DOE contract execution.
3. Draft monthly, quarterly, annual and final reports as required by CEC and DOE.
4. Summary of project management protocols and procedures.

Task 3: Assist in Development of LNG Fueling Stations

GNA will work with fleet management to develop two (2) public access fueling stations. To accomplish this task, GNA will:

1. Assist in the evaluation of potential site locations;
2. Develop preliminary site plans and layouts to help finalize the location of the fueling stations;
3. Assist with environmental analysis; provide project oversight to environmental assessment process if required (this portion of the project will be completed by additional consultants)
4. Develop performance specification and RFP based on operational input from fleet management;
5. Integrate fleet management, SANBAG, CEC and DOE contracting requirements into RFP;
6. Assist with the release of the RFP, develop a list of potential bidders, recommend websites/other outreach by which to publicize the RFP, creating RFP schedule and manage bid walk at the

- proposed location, and provide answers to vendor questions in the form of formal RFP addendums;
7. Assist with the review and scoring of submitted proposals, interview of bidders and awarding contract to the proposing firm which meets the RFP criteria;
 8. Coordinate final design of the LNG stations with fleet management and selected proposing firm;
 9. Receive, review, and comment upon design submittals including: drawings, material selection, and equipment selection;
 10. Assist in the permitting process as needed (this portion of the project will be completed by the LNG Station Contractor);
 11. Participate periodically at construction progress meetings (usually bi-weekly depending upon contractor's requirements);
 12. Review and comment upon additional submittals;
 13. Review and comment upon change order submittals;
 14. Periodically inspect and evaluate construction progress in accordance with plans, codes, and specifications as well as CEC/DOE requirements. This usually occurs in conjunction with the on-site meetings (bi-weekly);
 15. Provide technical assistance as needed;
 16. Develop acceptance test criteria based on project and contract specifications;
 17. Assist in the final commissioning of the facility;
 18. Conduct facility tests with contractor to confirm compliance with acceptance test criteria; and
 19. Prepare and submit a final acceptance test report.

Deliverables

1. Preliminary site plans and layouts.
2. Draft fueling station RFP.
3. List of potential fueling station vendors and mechanisms to publicize RFP.
4. Bidders' conference agenda and materials.
5. Responses to questions asked as a result of RFP and bidders' conference.
6. Amendments to RFP (as required).
7. Periodic summaries of assistance provided during construction.
8. Final design comments.
9. Acceptance test criteria.
10. Final acceptance test report.

Task 4: Assist in Deployment of LNG Trucks, Facility Improvements and Fueling

GNA will work with fleet management to deploy 262 LNG powered trucks that meet the company's operational needs and the grant contracting requirements. To accomplish this task, GNA will:

1. Facilitate communications with OEMs, engine manufacturers, LNG tank providers and upfitters as needed;
2. Review specifications provided by vendors to ensure operation;
3. Develop, distribute and analyze responses to RFP for facility improvements to allow for safe performance of maintenance and repairs at the two fueling station locations;
4. Assist fleet management in the development, distribution and analysis of LNG fuel supply RFP;
5. Facilitate fueling of fleet management trucks at offsite facilities;
6. Assist in organizing and implementing LNG training drivers, fuelers and mechanics; and
7. Provide as needed technical assistance regarding truck deployments.

Deliverables

1. Summary communications to vendors and specification reviews/analysis.

2. Summary of comments to Facility Modification RFP, list of potential vendors, mechanisms to provide RFP outreach, review of responses to questions asked as a result of RFP and bidders' conference, comments on RFP amendments.
3. Comments on LNG fuel supply RFP, lists of potential vendors, mechanisms to provide RFP outreach, review of responses to questions asked as a result of RFP and bidders' conference, comments on RFP amendments.
4. Recommendations on implementing LNG training.

Task 5 - Marketing

GNA will coordinate with The Partnership, SANBAG and other project partners to develop a fleet management LNG Project marketing and outreach campaign to educate the community, retailers, heavy-duty truck and engine manufacturers, alternative fuel industry, government officials, and other important stakeholders about the economic, job creation, energy, and air quality benefits of the project as well as the increased LNG fueling opportunities. The plan will incorporate tactics that will result in the increased utilization of alternative fuel (LNG) in the region and compliment the execution of the Department of Energy and California Energy Commission contracts. To accomplish these tasks, GNA will:

1. Provide statistics/information that will be used by project partners on project messaging, included, but not limited to projected and actual:
 - i. goals as defined by CEC and DOE,
 - ii. beneficial impacts on alternative vehicle use,
 - iii. petroleum reduction,
 - iv. air pollution benefit,
 - v. GHG emission reduction,
 - vi. job growth,
 - vii. economic stimulus,
 - viii. public access to fueling stations, and
 - ix. other general messages as needed
2. Identify project supporters such as fleet management's retail customers, government agencies, and regional stakeholders that can partner in the marketing and distribution of project messaging and materials.
3. Assist in the development of target outreach lists that include community, retailers, heavy-duty truck and engine manufacturers, alternative fuel industry, government officials, media and other important stakeholders.
4. Identify specific project messaging that corresponds with each targeted audience niche.
5. Conduct outreach to various identified media outlets to distribute developed press releases that highlight completed project milestones and address project impacts on alternative vehicle use, petroleum reduction, air pollution, GHG emission reduction, job growth, and economic stimulus.
6. Publish project success stories in identified outlets to encourage other companies to invest in similar projects.
7. Assist with promotional events that attract new customers, raise public awareness of available alternative fuel, garner media attention and promote project partner involvement.
8. Develop a dedicated website as well as social media opportunities about this effort; provide recommendations to update partners' websites and social media to highlight project benefits and progress.
9. Assist and coordinate multimedia outreach strategies as well as social media opportunities to promote the project.
10. Facilitate development and placement of news items and updates in partners' monthly newsletters;
11. Develop and coordinate presentations at conferences and trade shows;
12. Develop press releases and active media pitches to environmental, general interest publications, national news organizations, and key local media outlets;

13. Coordinating press releases from fleet management's customers on the petroleum and environmental impact of their fleet management-related alternative fuel transportation operations;
14. Organize and implement training sessions for first responders, public safety officers, and construction permitting officials to provide first-hand information on successes, pitfalls and safety measures in implementing this project;
15. Organize and implement education sessions with other fleet operators on training and education related to LNG trucks, fueling infrastructure, and project success factors; and
16. Organize and implement media event and ribbon-cutting ceremony to commemorate the development of these important infrastructure projects and deployment of all 262 LNG trucks using Recovery Act Funding.

Deliverables

1. Monthly statistics of project goals vs. accomplishments that can be used in public outreach.
2. List of project supporters/stakeholders, for outreach purposes.
3. The project team will actively promote the project efforts among key stakeholders through the development of a website about the project, the preparation of project information reports, fact and FAQ sheets, media pieces, talking points and presentation materials, and other outreach and education materials as requested. All of these materials can be considered as deliverables for this project.

II. Budget

Category	Program Costs
Personnel	\$231,352
Fringe Benefits	\$35,870
Travel	\$8,000
Supplies	\$10,940
Total Direct Charges	\$286,162
Indirect Charges	\$97,838
Total	\$384,000

III. Hours

Position	Monthly Hours	Program Hours
Principal	7.1	339
Senior VP	4.8	230
Special Project Manager	2.6	126
VP EMD	1.2	58
Sr. Associate I	1.6	76
Associate I	0.8	36
Graphic Designer	1.3	64
Event Coordinator	1.9	90
Controller	0.8	40
Admin Support	0.8	40
Total	22.9	1,099

Assumptions and Notes:

- Labor rates vary based on position, tenure and experience
- Fringe assumptions based on 9% of base salary
- Overhead assumptions based on 25% of base salary plus fringe
- Expenses (travel and supplies) assumed at 10% of total labor

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 29

Date: March 3, 2010

Subject: Selection of PFM Asset Management LLC to Perform Investment Advisor Services

Recommendation: Award Contract C10177 to PFM Asset Management LLC to provide technical advice to the staff in managing SANBAG's investment portfolio.

Background: On February 10, 2010 the Administrative Committee was informed of the immediate release of a Request for Proposal (RFP) 10-177 for investment advisor services in managing SANBAG's investment portfolio. SANBAG's current investment portfolio is approximately \$94 million.

The investment advisor will provide advice, make recommendations and handle trade transactions. They will also meet with the Administrative Committee when required, prepare monthly investment reports, annually review the investment policy and recommend changes, provide strategy for investing bond proceeds, and provide periodic updates regarding the economic and interest rate outlook.

Notification and release of the RFP was mailed to 14 firms. The RFP was also posted on the SANBAG web site.

Proposals were received from the following firms: Baird Public Investment Advisors, Bond Logistix LLC, Chandler Asset Management, Payden & Rygal, PFM Asset Management LLC, and MBIA Asset Management.

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

An initial review narrowed the number of firms to Bond Logistix LLC, PFM Asset Management LLC, and MBIA Asset Management. A panel consisting of the Investment Manager for San Bernardino County and the Chief Financial Officer for SANBAG interviewed the three finalists. The panel recommends PFM Asset Management LLC due to their strong involvement in the public sector (especially the transportation area) and excellent history in credit risk management.

Fees for the proposed investment advisor contract and a comparison to the current contract are as follows:

<u>Proposed Contract per Year</u>	<u>Current Contract per Year</u>
0.09% first \$50 million	0.12% first \$15 million
0.08% between \$50-\$100 million	0.10% between \$15-\$50 million
0.06% above \$100 million	0.07% between \$50-\$100 million
	0.06% above \$100 million

Financial Impact: The award of the contract is consistent with the adopted FY 2009/2010 Budget in task number 94210000. The actual contract amount is dependent on the size of the investment portfolio.

Reviewed By: This item has not had prior policy committee review; however, the Administrative Committee received a briefing on the status of the selection process on February 10, 2010. SANBAG Counsel has approved contract as to form.

Responsible Staff: William Stawarski, Chief Financial Officer

SANBAG Contract No. 10-177

by and between

San Bernardino Associated Governments and PFM Asset Management, LLC
for Investment Advisory Services

FOR ACCOUNTING PURPOSES ONLY

X Payable <input type="checkbox"/> Receivable	Vendor Contract # <u>10177</u> Vendor ID <u>01653</u>	Retention: <input type="checkbox"/> Yes _____ % X No	X Original <input type="checkbox"/> Amendment
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Notes: The amount of the contract is an estimate. The actual amount is dependent on the size of the investment portfolio.

Original Contract: <u>\$ 300,000</u>	Previous Amendments \$ _____
Contingency / Allowance Amount <u>\$ 0</u>	Previous Amendments \$ _____
	Contingency / Allowance Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency / Allowance: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ► \$ 300,000

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼ Include funding allocation for the original contract or the amendment

Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
<u>0942</u>	<u>000</u>	<u>000</u>	<u>52110</u>	<u>99001</u>	<u>MSI Valley Admin</u>	<u>\$ 18,745.00</u>
<u>0942</u>	<u>000</u>	<u>000</u>	<u>52110</u>	<u>99002</u>	<u>MSI Mt/Des Admin</u>	<u>\$ 5,160.00</u>
<u>0942</u>	<u>000</u>	<u>000</u>	<u>52110</u>	<u>99006</u>	<u>MSI Major Projects</u>	<u>\$ 1,095.00</u>

Original Board Approved Contract Date: <u>3/3/10</u>	Contract Start: <u>4/1/10</u>	Contract End: <u>3/31/13</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation**.

Approved Budget Authority ►	Fiscal Year: <u>09/10</u> <u>\$ 25,000.00</u>	Future Fiscal Year(s) – Unbudgeted Obligation ►	<u>\$ 275,000.00</u>
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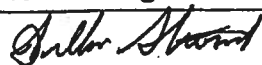
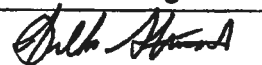

X Budget authority for this contract currently exists in Task No. 94210000 (C-Task may be used here.).

☐ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

☐ Intergovernmental ☐ Private ☐ Federal Funds X State/Local Funds
☐ Disadvantaged Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: William Stawarski		Contract Manager: William Stawarski	
	<u>2/14/10</u>		<u>2/14/10</u>
Task Manager Signature	Date	Contract Manager Signature	Date
	<u>2/15/10</u>		
Chief Financial Officer Signature	Date		

Finance will not process any payments without budget authority and properly executed contracts.

CONTRACT NO. C10177

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

PFM ASSET MANAGEMENT LLC

THIS AGREEMENT, entered into as of the third day of March in the year of 2010, by and between SAN BERNARDINO ASSOCIATED GOVERNMENTS, a California public agency (hereinafter "SANBAG"), and PFM ASSET MANAGEMENT LLC, a Delaware limited liability company with an office in San Francisco, California (hereinafter "PFM" or the "Investment Advisor").

WITNESSETH

WHEREAS, SANBAG has funds available for investment purposes (the "Initial Funds") for which it intends to conduct an investment program; and

WHEREAS, SANBAG desires to avail itself of the experience, sources of information, advice, assistance and facilities available to PFM; to have PFM undertake certain duties and responsibilities; and to perform certain services as investment advisor on behalf of SANBAG, as provided herein; and

WHEREAS, PFM is willing to provide such services on the terms and conditions hereinafter set forth;

NOW, THEREFORE, in consideration of the premises and mutual covenants herein contained, it is agreed as follows:

1. SERVICES OF ADVISOR.

PFM will provide investment management of the Initial Funds and such other funds as SANBAG may from time to time assign by written notice to PFM (collectively the "Managed Funds"). The Managed Funds will be assigned at the discretion of the SANBAG Chief Financial Officer. Services to be provided are described in Attachment I. In connection therewith, PFM will provide investment research and supervision of SANBAG's Managed Funds investments and conduct a continuous program of investment, evaluation and, when appropriate, sale and reinvestment of SANBAG's Managed Funds assets. PFM shall continuously monitor investment opportunities and evaluate investments of SANBAG's Funds. PFM shall furnish SANBAG with statistical information and reports with respect to

investments of the Managed Funds. PFM shall place all orders for the purchase, sale, loan or exchange of portfolio securities for SANBAG's account with brokers or dealers recommended by PFM and/or SANBAG, and to that end PFM is authorized as agent of SANBAG to give instructions to the depository designated by SANBAG as its custodian as to deliveries of securities and payments of cash for the account of SANBAG. In connection with the selection of such brokers and dealers and the placing of such orders, PFM is directed to seek for SANBAG the most favorable execution and price. The depository designated by SANBAG shall have custody of cash, assets and securities of SANBAG. PFM shall not take possession of or act as custodian for the cash, securities or other assets in the Managed Funds and shall have no responsibility in connection therewith. Authorized investments shall include only those investments which are currently authorized by the California Government Code, SANBAG Investment Policy and bond covenants and as supplemented by such other written instructions as may from time to time be provided by SANBAG to PFM. PFM shall be entitled to rely upon SANBAG's written advice with respect to anticipated drawdowns of Managed Funds. PFM will observe the instructions of SANBAG with respect to broker/dealers who are approved to execute transactions involving SANBAG's Managed Funds and in the absence of such instructions will engage broker/dealers who PFM reasonably believes to be reputable, qualified and financially sound.

2. COMPENSATION.

(a) For services provided by PFM pursuant to this Agreement, SANBAG shall pay PFM an annual fee, in monthly installments, based on the daily net assets under management at an annual rate of 9 basis points (0.09%) on the first \$50 million of assets under management, 8 basis points (0.08%) on assets between \$50 million and \$100 million under management, and 6 basis points (0.06%) on any assets greater than \$100 million. PFM reserves the right to adjust their fee at the beginning of the third year of the engagement to compensate for inflation based on the Consumer Price Index (CPI).

(b) PFM will bill SANBAG monthly for service performed under this Agreement, said bill to include a statement indicating the basis upon which the fee was calculated. SANBAG shall pay to PFM the amount payable pursuant to this Agreement not later than on the 15th day of the month following the month during which PFM's statement was rendered.

(c) Assets invested by PFM under the terms of this Agreement may from time to time be invested in LAIF or CAMP. Average daily net assets subject to the fees described in this paragraph shall not take into account any funds invested in either of these pools. Expenses of CAMP including PFM and the CAMP custodian are described in the CAMP Program Guide and are paid from CAMP.

(d) If and to the extent that SANBAG shall request PFM to render services other than those to be rendered by PFM hereunder, such additional services shall be compensated separately on terms to be agreed upon between PFM and SANBAG.

3. EXPENSES.

(a) PFM shall furnish at its own expense all necessary administrative services, office space, equipment, clerical personnel, telephone and other communication facilities, investment advisory facilities, and executive and supervisory personnel for managing the investments.

(b) Except as expressly provided otherwise herein, SANBAG shall pay all of its own expenses including, without limitation, taxes, commissions, fees and expenses of SANBAG's independent auditors and legal counsel, if any, brokerage and other expenses connected with the execution of portfolio security transactions, insurance premiums, fees and expenses of the custodian of the Managed Funds including safekeeping of funds and securities and the keeping of books and accounts.

4. RESPONSIBILITY OF PFM.

PFM hereby represents it is a registered investment advisor under the Investment Advisers Act of 1940. PFM shall immediately notify SANBAG if at any time during the term of this Agreement it is not so registered or if its registration is suspended. PFM agrees to perform its duties and responsibilities under this Agreement with reasonable care.

The federal securities laws impose penalties under certain circumstances on persons who are required to act in good faith. Nothing herein shall in any way constitute a waiver or limitation of any rights which SANBAG or PFM may have under any federal securities laws. SANBAG hereby authorizes PFM to sign IRS Form W-9 on behalf of SANBAG and to deliver such form to broker-dealers or others from time to time as required in connection with securities transactions pursuant to this Agreement.

5. INVESTMENT ADVISORS OTHER CLIENTS.

SANBAG understands that PFM performs investment advisory services for various other clients which may include investment companies and/or commingled trust funds. SANBAG agrees that PFM may give advice or take action with respect to any of its other clients which may differ from advice given or the timing or nature of action taken with respect to SANBAG's Managed Funds accounts, so long as it is the policy of PFM, to the extent practical, to allocate investment opportunities to this account over a period of time on a fair and equitable basis relative to other clients. PFM shall not have any obligation to purchase, sell or exchange any security for SANBAG's Managed Funds solely by reason of the fact that PFM, its principals, affiliates, or employees may purchase, sell or exchange such security for the account of any other client or for itself or its own accounts.

6. TERM.

This Agreement is for a period of three years. It may be terminated by SANBAG in the event of (i) any material breach of its terms, or (ii) a violation by PFM of any state or federal securities law or regulation as described in Section 7, immediately upon notice by certified mail, return receipt requested. This Agreement may be terminated at any time, on not less than thirty (30) days written notice to PFM. PFM may terminate this Agreement immediately upon any material breach of its terms by SANBAG, or at any time after one year upon thirty (30) days written notice.

7. DISCIPLINARY ACTIONS.

PFM shall promptly give notice to SANBAG if PFM shall have been found to have violated any state or federal securities law or regulation in any criminal action or civil suit in any state or federal court or in any disciplinary proceeding before the Securities and Exchange Commission or any department or agency or authority of the United States, or any registered securities exchange, FINRA, or any regulatory authority of any state based upon the performance of services as an investment advisor.

8. INDEPENDENT CONTRACTOR.

Except as described in Paragraph 1, PFM, its employees, officers and representatives, shall not be deemed to be employees, agents, partners, servants, and/or joint ventures of SANBAG by virtue of this Agreement or any actions or services rendered under this Agreement.

9. BOOKS.

PFM shall maintain appropriate records of all its activities hereunder. PFM shall provide SANBAG with a monthly statement showing deposits, withdrawals, purchases and sales (or maturities) of investments, earnings received, and the value of assets held on the last business day of the month. The statement shall be in the format and manner that is mutually agreed upon by PFM and SANBAG.

10. PFM'S DISCLOSURE STATEMENT.

PFM warrants that it has delivered to SANBAG, at least 48 hours prior to the execution of this Agreement, PFM's current Securities and Exchange Commission Form ADV, Part II (PFM's disclosure statement). SANBAG acknowledges receipt of such disclosure statement at least 48 hours prior to the execution of this Agreement.

11. MODIFICATION.

This Agreement shall not be changed, modified, terminated or discharged in whole or in part, except by an instrument in writing signed by both parties hereto, or their respective successors or assigns.

12. SUCCESSORS AND ASSIGNS.

The provisions of this Agreement shall be binding on PFM and its respective successors and assigns, provided, however, that the rights and obligations of PFM may not be assigned without the prior written consent of SANBAG.

13. APPLICABLE LAW.

This Agreement shall be construed, enforced, and administered according to the laws of the State of California. PFM and SANBAG agree that, should a disagreement arise as to the terms or enforcement of any provision of this Agreement, each party will in good faith attempt to resolve said disagreement prior to filing a lawsuit.

14. VALIDITY.

The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision.

15. LIABILITY AND INDEMNIFICATION

- (a) Indemnification - Investment Advisor agrees to indemnify, defend with counsel approved by SANBAG and hold harmless SANBAG and its authorized agents, officers, volunteers and employees from any and all claims, actions, losses, damages, and/or liability arising out of Investment Advisor's acts, errors or omissions, in the performance of this Agreement or originating from the breach of this Agreement and for any costs or expenses incurred by SANBAG on account of any claim therefore, except where such indemnification is prohibited by law.
- (b) Insurance - In order to accomplish the indemnification herein provided for, but without limiting the indemnification, Investment Advisor shall secure and maintain throughout the term of the Agreement the following types of insurance with limits as shown:
 - 1. Workers' Compensation - A program of Workers' Compensation Insurance or a state-approved Self-Insurance Program in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employer's Liability with \$250,000 limits, covering all persons providing services on behalf of that party and all risks to such persons under this Agreement.
 - 2. Comprehensive General and Automobile Liability Insurance - This coverage is to include contractual coverage and automobile liability coverage for owned, hired and non-owned vehicles. The policy shall have combined single limits for bodily injury and property damage of not less than one million dollars (\$1,000,000).

3. Professional Liability - Professional liability insurance with limits of at least \$1,000,000 per claim or occurrence and \$5,000,000 in the aggregate.

- (c) Additional Named Insured - All policies, except for the Workers' Compensation, Errors and Omissions, and Professional Liability coverage, shall contain additional endorsements naming SANBAG and its employees, agents, volunteers and officers as an additional named insured with respect to liabilities arising out of the performance of services hereunder.
- (d) Waiver of Subrogation Rights - Investment Advisor shall require the carriers of the above-required coverage to waive all rights of subrogation against SANBAG and its officers, volunteers, employees, agents, volunteers, contractors, and subcontractors.
- (e) Policies Primary and Non-Contributory - All policies, except Workers' Compensation, required above are to be primary and non-contributory with any insurance or self-insurance programs carried or administered by SANBAG.
- (f) Proof of Coverage - Investment Advisor shall immediately furnish certificates of insurance to SANBAG evidencing the insurance coverage above required prior to the commencement of performance of services hereunder, which certificates shall provide that such insurance shall not be terminated or expire without thirty (30) days' written notice to SANBAG and shall maintain such insurance from the time Investment Advisor commences performance of services hereunder until the completion of such services.

16. NOTICE.

Written notices required under this Agreement shall be sent by regular mail, certified mail, overnight delivery or courier, and shall be deemed given when received at the parties' respective addresses shown below. Either party must notify the other party in writing of a change in address.

SANBAG's Address:

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
Attn: William Stawarski, CFO

PFM's Address:

PFM Asset Management LLC
50 California Street, Suite 2300
San Francisco, CA 94111
Attn: Nancy Jones, Managing Director

With copy to:

PFM Asset Management LLC
Two Logan Square, Suite 1600
18th & Arch Streets
Philadelphia, PA 19103-2770
Attn: Controller

17. FORCE MAJEURE.

The Advisor shall have no liability for any losses arising out of the delays in performing or inability to perform the services which it renders under this Agreement which result from events beyond its control, including interruption of the business activities of the Advisor or other financial institutions due to acts of God, acts of governmental authority, acts of war, terrorism, civil insurrection, riots, labor difficulties, or any action or inaction of any carrier or utility, or mechanical or other malfunction.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their authorized representatives as of the date set forth in the first paragraph of this Agreement.

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

PFM ASSET MANAGEMENT LLC

By: _____
Paul M. Eaton
President

By: _____
Nancy Jones
Managing Director

Approved as to Form:

Approved by Chief Compliance Officer

Jean-Rene Basle
Legal Counsel

Attachment I

Scope of Services

Provide advice on portfolio performance. PFM will help the Authority select a performance benchmark that matches the composition, duration and risk profile of the Authority's ideal portfolio. PFM will provide the Authority with a quarterly portfolio performance report that evaluates the performance of the portfolio in comparison to the Authority's selected benchmark. The report will also include a summary detailing trading strategies implemented during the quarter and will provide recommendations of investment strategies for the upcoming quarter.

Review reports of the Authority's portfolio managers and provide recommendations. PFM will track its purchases and sales and all the securities in the managed portfolio on our accounting system. We will provide the Authority with recommendations as part of our informal communications and formal reports.

Make Presentations to the SANBAG Administrative/Finance Committee. PFM personnel will be available to meet with the Administrative/Finance Committee and the Chief Financial Officer. After the initial start-up period, which typically requires more frequent meetings to learn about your cash flow needs and investment objectives, we recommend meeting quarterly or as needed. PFM's staff will also be available by telephone to answer any questions.

Provide advice on current investment strategy. PFM will review the Authority's current investment strategy and provide advice on the Authority's current investment strategy for its operating funds, reserves and bond proceeds. In addition, PFM will advise the Authority on current market conditions and help the Authority design future investment strategies.

Prepare monthly investment reports. PFM will provide the Authority with monthly account statements for each account managed. These statements will include information on portfolio value and quality, transactions made during the month, security maturities, gains and losses on sale and interest income.

Review Investment Policy. PFM will review the Authority's investment policy at the start of the engagement and provide recommendations as appropriate. PFM will then review the investment policy on an annual basis and provide recommendations based on changes to the California Government Code and prudent investment practices.

Provide strategy for investing bond proceeds. PFM will assist the Authority in developing an investment strategy designed to optimize the Authority's retainable earnings in accordance with arbitrage rebate regulations and with investments designed to protect the safety of the funds and provide needed liquidity.

Provide advice and recommendations on the Authority's investments. PFM will provide the Authority with advice and recommendations on its investments through the quarterly performance report and informal conversations between Authority staff and PFM's portfolio managers.

Provide advice/recommendations on the management of resources. PFM will provide the Authority with advice on the management of resources including a banking services review and procedures to improve investment activities.

Provide economic and interest rate information. As part of the quarterly portfolio performance report, PFM will provide the Authority with an assessment of economic conditions and their affect on the market. PFM will also send the Authority notices of key economic events affecting the markets. PFM's portfolio managers are available to discuss market conditions on an as needed basis.

Minute Action

AGENDA ITEM: 30

Date: March 3, 2010

Subject: Fiscal Year 2010/2011 Measure I Apportionment and Allocation

- Recommendation:***
1. Approve the apportionment and allocation of Measure I 2010-2040 funds for Fiscal Year 2010/2011 for the Cajon Pass, San Bernardino Valley and Victor Valley subareas as specified in Attachment A to this agenda item.
 2. Approve a commitment of up to \$79.5 million of SANBAG's \$100 million in near-term bonding capacity under the Master Indenture Agreement to the following combination of Proposition 1B projects: I-15/I-215 (Devore) Interchange, Proposition 1B Trade Corridor Improvement Fund (TCIF) grade separation projects (Glen Helen, N. Milliken, S. Milliken, Palm, and Vineyard), I-10/Cherry and I-10/Citrus interchange projects, Valley freeway projects (I-215 Bi-County, I-10 HOV and I-215/Barton interchange), the Yucca Loma Bridge, and the Metrolink Extension Project, scheduled for late in Fiscal Year 2011/2012. This recommendation is intended as an assignment of project priorities for use of near-term bonding capacity. Specific decisions on the magnitude and timing of any bond issue will be made by the Board of Directors at a later date.
 3. Direct staff to develop a policy for execution of Advance Expenditure Agreements to be returned for consideration at upcoming meetings.
 4. Direct staff to develop a policy that establishes and maintains a 20% cash reserve fund for Measure I 2010-2040, with the exception of Local Street and Senior and Disabled Transit programs.

Background: The Measure I 2010-2040 Strategic Plan established an annual process for the conveyance of Measure I 2010-2040 funds to programs and projects contained in

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

the Measure I Expenditure Plan. The process entails four steps: 1) identification of needs, 2) fund apportionment, 3) fund allocation, and 4) fund expenditure. A comprehensive explanation of the four-step process can be found in the Measure I 2010-2040 Strategic Plan beginning on page IV-5.

Over the past six months SANBAG and local jurisdictions have worked collaboratively on steps 1 through 3 of the four-step process. Local jurisdictions and SANBAG staff worked to identify program and project needs through preparation of Capital Project Needs Analyses (CPNA) beginning in July 2009. SANBAG staff analyzed the project need data collected through the CPNA process and presented the summary information to the Transportation Technical Advisory Committee (TTAC) and the Major Projects, Mountain/Desert, and Plans and Programs committees in December 2009.

Staff prepared an array of apportionment alternatives for presentation in January 2010. The TTAC provided input into the assumptions used for the apportionment alternatives at meetings held on January 4 and January 14, 2010, and the County of San Bernardino provided written comments in response to the assumptions. Staff subsequently prepared and circulated a Background Working Paper that presented seven alternatives and three variations for consideration at a Board Workshop held on January 20, 2010 to discuss the apportionment of Measure I. The workshop provided an opportunity for Board members to further direct SANBAG staff on the assumptions and project priorities to be factored into the Fiscal Year 2010/2011 Measure I apportionment.

At the January 20 workshop, direction received from Board members was most supportive of the mix of Proposition 1B, transit, freeway, and Victor Valley projects included in Alternative 6. As presented at the workshop, however, neither Alternative 6 nor its three variations met the fiscal constraints SANBAG must operate within over the next two years. Alternative 6 and the three variations all exceeded the \$100 million short-term bond capacity the agency must operate within as part of the Master Indenture included in the Fiscal Year 2009/2010 Sale Tax Revenue Anticipation Note. Additionally, staff did not include revenue for Measure I administration and several ongoing project-related expenses. Consequently, staff has worked to refine Alternative 6.2 to a point that the suite of projects falls within the short-term \$100 million bond capacity for the agency. To do so, several modifications to the alternative were required. The modifications to Alternative 6.2 include the following:

- Per the Expenditure Plan, 1% of annual Measure I revenue is dedicated to administration of Measure I.
- Directed \$3.64 million of Valley Measure I Freeway Program revenue to cover a portion of annual expenses directly attributable to freeway projects

for activities such as legislative advocacy, public outreach, financial advisors, and other programs.

- Increased the amount of Measure I funding needed for the I-10/Citrus and I-10/Cherry interchanges by \$7.6 million.
- Used federal Congestion Mitigation and Air Quality (CMAQ) funding in the amount of \$6.59 million instead of Measure I to address the construction shortfall for the Hunts Lane grade separation.
- In place of the \$19 million in bond funds requested for the sbX BRT Project in Fiscal Year 2011/2012, used \$9.5 in CMAQ to fund the sbX BRT Project in Fiscal Year 2011/2012 and deferred the \$9.5 million balance until Fiscal Year 2012/2013. Added \$2 million in Metrolink operating subsidies and \$1 million in Metrolink capital subsidies to the Metrolink/Rail program for Fiscal Years 2010/2011 through 2014/2015.
- Delayed construction of the Metrolink 1st Mile Extension until issue of the long bond Fiscal Year 2012/2013. The apportionment to the Metrolink/Rail program would allow funding of right-of-way acquisition on schedule.
- Substituted \$7.5 million in federal Surface Transportation Program (STP) funds for the La Mesa/Nisqualli interchange and \$7.5 million in STP for the Yucca Loma Bridge to reduce the need for near-term bonding against Measure I.

Prior to the above mentioned adjustments, the projects included in Alternative 6.2 would have required SANBAG to issue \$119 million in short-term bonds, plus cost of issuance and capitalized interest. With the adjustments, however, SANBAG is able to reduce the amount of short-term bonds required prior to the issuance of a long-bond to \$79.5 million, plus costs of issuance and capitalized interest. The \$79.5 million is within the \$100 million short-term bond capacity and is able to deliver the full suite of projects included in Alternative 6.2 with minimal delays. It should be noted that delivery of this suite of projects would require SANBAG to issue approximately \$300 million in bonds over the next five years, resulting in approximately \$26 million in annual debt service. This amount would vary in response to the size of the federal authorization received for the Devore Interchange and changes in project costs. Failure to obtain the full federal authorization requested for the Devore Interchange would push SANBAG's five-year bonding need to \$400 million or more, close to the maximum estimated bonding capacity over that same period of \$450 million. This overall strategy and a draft of the recommendations listed in this agenda item were reviewed by the TTAC at its regular meeting on February 1, 2010.

This strategy is aggressive, but preserves Trade Corridor Improvement Fund (TCIF) funding, positions SANBAG to maximize funding from the federal authorization, takes advantage of relatively low near-term construction and finance costs, and maximizes the economic stimulus potential of SANBAG's Measure I Program. Passage of a second federal stimulus, an increase in the federal transportation authorization, or development of other federal or state resources for delivery of the projects could reduce the amount of bonding required. This item does not request authorization of a bond issue, but highlights the inevitability of future bonding should this apportionment/allocation recommendation be approved.

The Tables 1 and 2 provide a program-level apportionment recommendation for the Cajon Pass, San Bernardino Valley and Victor Valley subareas. Attachment A provides the apportionment and recommended project-specific Measure I allocations for Fiscal Year 2010/2011. This proposal would allocate funding to projects only for Fiscal Year 2010/2011. Subsequent allocations of funding will be made through a similar process in future years. If bonding is required in Fiscal Year 2010/2011, it would likely be packaged with bonding for needs in Fiscal Year 2011/2012. A full analysis of options would be presented to the Board at the time bonding is requested.

Table 1:
Measure I 2010-2040
FY10/11 Recommended Cajon Pass/Valley Apportionment by Program (\$1,000s)

Program/Project	Direct Revenue Allocation	Cash Flow Loaned	Cash Flow Borrowed	Bond Proceeds	Total Apportionment
Cajon Pass and Valley Programs					
Administration	\$ 865		\$ -	\$ -	\$ 865
Reserve	\$ 12,493		\$ -	\$ -	\$ 12,493
Cajon Pass Total	\$ 2,336		\$ 3,664	\$ -	\$ 6,000
Freeway Total	\$ 11,428	\$ 7,759	\$ -	\$ -	\$ 11,428
Interchange Total	\$ 7,278		\$ -	\$ 3,232	\$ 10,510
Major Street Total	\$ 13,232		\$ 5,229	\$ 3,074	\$ 21,534
Local Street Total	\$ 16,540		\$ -	\$ -	\$ 16,540
TMS Total	\$ 189	\$ 1,134	\$ -	\$ -	\$ 189
MetroLink/Rail Total	\$ 5,293		\$ -	\$ 3,000	\$ 8,293
Express Bus/BRT Total	\$ 1,323		\$ -	\$ -	\$ 1,323
Senior/Disabled Transit Tot.	\$ 6,616		\$ -	\$ -	\$ 6,616
Total Cajon Pass & Valley	\$ 77,592	\$ 8,893	\$ 8,893	\$ 9,306	\$ 95,791

Table 2:
Measure I 2010-2040
FY10/11 Recommended Victor Valley Apportionment by Program (\$1,000s)

Program/Project	Direct Revenue Allocation	Cash Flow Loaned	Cash Flow Borrowed	Bond Proceeds	Total Apportionment
Victor Valley Programs					
Administration	\$ 118	\$ -	\$ -	\$ -	\$ 118
Reserve	\$ 624	\$ -	\$ -	\$ -	\$ 624
Victor Valley MLH Total	\$ 868	\$ -	\$ -	\$ -	\$ 868
Local Street Total	\$ 8,029	\$ -	\$ -	\$ -	\$ 8,029
Proj Dev & TMS Total	\$ 131	\$ -	\$ -	\$ -	\$ 131
Senior/Disabled Transit Total	\$ 585	\$ -	\$ -	\$ -	\$ 585
Total Victor Valley	\$ 10,356	\$ -	\$ -	\$ -	\$ 10,356

Basis for the Recommendation

The recommendation is founded on a set of key issues and criteria discussed at the January 20 Board Workshop and in the accompanying Background Working Paper on the Measure I 2010-2040 apportionment. The paragraphs below explain SANBAG staff's basis for the recommendation. The Background Working Paper should be referenced for additional technical detail.

Cash Reserve

The recommended 20% reserve provides working capital to cover delays in reimbursements from state/federal sources, ensures funds are available for timely reimbursement of local jurisdiction projects, and provides flexibility to respond to unforeseen funding opportunities as they arise. Staff anticipates that the reserve would only be escalated in subsequent years so as to maintain the same 20% relationship to annual Measure I revenue.

No formal reserve policy has been adopted for either Measure I 1990-2010 or Measure I 2010-2040. While staff is recommending 20% be reserved in Fiscal Year 2010/2011, staff is also seeking direction to develop a policy governing a reserve for Measure I 2010-2040. The policy would be developed through the Administrative Committee and presented to the SANBAG Board no later than June 2010.

Pass-through Programs

The Local Street and Senior/Disabled Transit Programs for the Valley and Victor Valley subareas would receive their full Expenditure Plan shares under the recommendation. No allocation to the reserve is proposed from either the Local Street Programs or the Senior and Disabled Transit Programs.

Project Advancement Agreement (PAA) Reimbursement

The recommendation is consistent with Policy 40002/PA-9 (Valley) and 40011/VVPA-9 (Victor Valley). An analysis was conducted, per request from the County, of an assignment of 20% of Valley Interchange and Major Street Program revenue to PAAs. If the PAA reimbursement rate were reduced to 20%, the PAA repayment for interchanges would be reduced by about \$1.5 million and would be available for application to new non-PAA interchange development. While it would free up \$1.5 million for interchange project development, there would still not be enough revenue to construct any new interchanges within the Fiscal Year 2010/2011 to Fiscal Year 2014/2015 timeframe.

In the case of the Major Street Program, this reduction would be about \$2.6 million. In either case, the reduction would delay full PAA reimbursement by about a half year, if limited to Fiscal Year 2010/2011 only. In the Valley, based on current revenue projections and the 40% assumption, full PAA reimbursement will require approximately 10 years. In light of this, staff's recommendation is

that the Board maintain the policy of 40% as the reimbursement rate for PAAs in the Valley.

Cajon Pass Program

Project development on the I-15/I-215 (Devore) interchange project would continue under the recommendation. SANBAG staff continues to pursue design-build designation for the project to maintain a schedule that maximizes the likelihood the project will receive its full allocation of TCIF funds. Consequently, design-build authority has been assumed in the recommended apportionment alternative. Planning for Devore as a design-build project results in an additional early cash-flow demand on Measure I, compared to the conventional design-bid-build strategy. The recommended apportionment strategy is robust enough to withstand receipt of somewhat less than the full \$151 million requested for the Devore Interchange from the federal authorization, but the impact to the overall Measure I program would be significant.

The analysis also shows that based on current revenue and cost projections, it is unlikely that the Cajon Pass Program will have enough revenue to deliver the Devore interchange and pay debt service over the life of the Measure even if the full authorization request is received. The 10-year Delivery Plan will further explore strategies for reducing the Measure I funding need for the Devore interchange and constraining it to the 30-year Measure I Cajon Pass Program revenue stream.

Under this recommendation, the Devore interchange project will be the only project funded by the Cajon Pass Program over the life of the Measure. Further widening of I-15 in the Cajon Pass will require other funding strategies. Additionally, the debt service for the Devore interchange would need to be a shared responsibility between the Valley and Victor Valley subareas.

Valley Freeway Program

The recommendation assumes continued project development support for the I-215 Bi-County project (now a Proposition 1B Corridor Mobility Improvement Account (CMIA) project), the I-215/Barton Road Interchange, and the I-10 High Occupancy Vehicle (HOV) lane project. The recommendation defers further project development on the SR-210 East until a schedule for the project is established as part of the Measure I 10-Year Delivery Plan.

Preliminary analysis indicates that the I-10 HOV, I-215 Bi-County, I-215 interchange and SR-210 East projects cannot be delivered simultaneously, because of limitations in State and federal funding as well as Measure I funding. The I-215 Bi-County and I-215 interchanges are priority projects because of the statutory construction deadlines associated with the CMIA funds and their inclusion in Measure I 1990-2010. Analysis conducted during preparation of the Measure I 2010-2040 Strategic Plan led to assignment of higher priority to the I-

10 HOV project than the SR-210 East project, and the I-10 HOV project is now well into the environmental documentation phase. The Delivery Plan will provide a more definitive schedule for the SR-210 East project.

Valley Freeway Interchange Program

Three interchanges are included for continued project development in the Valley for Fiscal Year 2010/2011 with the intention of project completion within the Fiscal Year 2010/2011 to Fiscal Year 2014/2015 planning period: I-10/Citrus, I-10/Cherry and I-10/Tippecanoe. Citrus and Cherry are Proposition 1B projects and must maintain schedules to minimize the potential for loss of funding. The Tippecanoe interchange is a high-priority project that has substantial federal funding assigned to it from TEA-21 and SAFETEA-LU and is in an advanced phase of project development.

Local jurisdictions submitted additional candidates for funding from the Valley Freeway Interchange Program (see the Background Working Paper presented at the January 20 workshop). However, Measure I does not have the capacity to deliver additional interchange projects within the five-year window between Fiscal Year 2010/2011 and Fiscal Year 2014/2015. It may be possible, however, to begin allocating funds for project development of additional interchanges prior to Fiscal Year 2014/2015. The capacity for additional interchange projects is another issue that will be addressed in the Measure I 10-Year Delivery Plan.

Finally, some jurisdictions have expressed a desire to deliver interchange projects through the Advance Expenditure Program authorized by the Strategic Plan in Policy 40002. Advance Expenditure Agreements allow jurisdictions to advance projects using their own funds, with later Measure I reimbursement. The Strategic Plan provides the general framework for an Advance Expenditure Program, but not the specifics for program implementation. This item requests direction to staff to develop a policy for execution of Advance Expenditure Agreements for Board consideration in upcoming months.

Major Street Program

Apportionments of Measure I are recommended for both the Rail/Highway Grade Separation and Arterial sub-programs. The Grade Separation sub-program is recommended to be apportioned 20% of Major Street Program revenue, after deduction of 20% reserve and 40% PAA reimbursement, plus cash flow borrowed from other Valley revenue available from Freeway, Interchange, and Traffic Management System Programs and bond proceeds.

The apportionment to the Grade Separation Sub-program will provide revenue sufficient to allocate funding to five grade separation projects, including Glen Helen, North Milliken, South Milliken, Palm Avenue, and Vineyard at the amounts specified in Attachment A. Ontario has put the Archibald grade separation project on hold for funding reasons, and this project is not included in

the apportionment. Failure to apportion and allocate the recommended amount of Measure I to the Grade Separation Sub-program would result in a loss of the Proposition 1B TCIF funds awarded to the projects. Although a decision to bond for the TCIF grade separations is not required this fiscal year, this apportionment/allocation recommendation does establish the expectation of future bonding for the projects. Bonding against Measure I will be needed beginning in late Fiscal Year 2010/2011 or early Fiscal Year 2011/2012 to complete project delivery.

The Arterial sub-program apportionment is 80% of Major Street Program revenue, after deduction of 20% reserve and 40% PAA reimbursement. Arterial sub-program revenue is apportioned further to Valley jurisdictions based on equitable share percentages shown on page IV-36 of the Strategic Plan. The recommended Arterial Sub-program apportionment is included in Attachment A to this item. The Strategic Plan provides for cash flow borrowing between jurisdictions within the Arterial Sub-program should jurisdictions not require use of their equitable share. Based on the CPNAs submitted to SANBAG by local jurisdictions, all but two jurisdictions expressed the need for at least their equitable share in Fiscal Year 2010/2011. This means that the amount of revenue that could be made available through inter-jurisdictional cash flow borrowing is insufficient to provide the loans to the jurisdictions that expressed a desire for allocations greater than their equitable shares. Jurisdictions that desire to deliver projects in excess of their equitable shares may do so with provision for reimbursement out of future year allocations pursuant to Strategic Plan Policy 40002.

Metrolink/Rail Program

The recommendation would apportion \$8,293,000 to the Metrolink/Rail program for Fiscal Year 2010/2011. The apportionment will fund allocations for operating and capital subsidies for Metrolink and right-of-way acquisition for Metrolink extension (Redlands Rail 1st Mile). The apportionment requires up to \$3 million in bonding for both Fiscal Year 2010/2011 and Fiscal Year 2011/2012.

Redlands Rail is currently in the preliminary engineering and alternatives analysis phase. It is likely that the project will need an allocation of funding by Fiscal Year 2012/2013 to maintain its current schedule. The financial analysis associated with delivery of Redlands Rail will be included in the Measure I 10-Year Delivery Plan.

Express Bus/Bus Rapid Transit Program

The apportionment for the Express Bus/BRT program for Fiscal Year 2010/2011 is its percentage share in the Expenditure Plan. However, staff also recommends allocation of CMAQ funding to the project in Fiscal Year 2011/2012 to reduce the need for short-term bonding. This should be sufficient to carry the project, along with other funds secured by Omnitrans, through Fiscal Year 2011/2012. Staff proposes commitment of an additional \$9.5 million in bond proceeds in Fiscal Year 2012/2013, subject to a re-evaluation of the need for the funds at the time the long bond is considered.

These commitments enable Omnitrans to present FTA with the complete funding package for the sbX project needed to secure a \$75 million Federal Transit Administration "Small Starts" grant. Construction for the E Street sbX project is likely to begin in Fiscal Year 2011/2012 and continue through Fiscal Year 2012/2013. It is likely that only a portion of the bond revenues will be needed for the project; should bids be less than the current cost estimate, bond revenues will receive first priority for savings. Failure to apportion these funds could delay the project and result in loss of federal funding.

Local Street Program Issues

At the January 20 Board workshop, cash flow borrowing of unused Local Street Program funds was mentioned as one alternative to bonding for Measure I projects. The request was based on the principle that it would be better to borrow against Measure I dollars that are not being used, rather than go to the financial markets for that same amount of funding.

Currently, SANBAG estimates that the combined fund balances for the Local Street Programs of all member agencies will be approximately \$35-\$45 million by the end of Fiscal Year 2009/2010 based on the Capital Improvement Plans submitted to SANBAG. No recommendation to cash-flow borrow against the Local Street Program is included in this agenda item. Many jurisdictions have significantly drawn down on their Local Street fund balances or are accumulating a fund balance to deliver higher cost projects.

Allocation of federal CMAQ and STP funds

The apportionment and allocation strategy recommended for Fiscal Year 2010/2011 relies on allocation of federal CMAQ and STP funds from SANBAG's un-programmed balance. Staff is recommending, in a separate agenda item, the allocation of \$6.59 million in CMAQ to the Hunts Lane grade separation to cover the construction shortfall, \$9.5 million in CMAQ to the E Street sbX Project, \$7.5 million in STP to the La Mesa/Nisqualli Interchange, and \$7.5 million in STP to the Yucca Loma Bridge. Approval of the CMAQ and STP allocations will reduce the need for short-term bond revenue to meet the funding requests for these projects.

Allocating \$15 million in STP funding to the La Mesa/Nisqualli and the Yucca Loma Bridge would serve as the repayment of a \$14.4 million commitment for future funding for the Victor Valley as part of the 2008 State Transportation Improvement Program (STIP). Additionally, by minimizing the amount of bonding required by the Victor Valley jurisdictions for these two priority projects, this strategy will reduce the amount of debt service attributable to the Victor Valley MLH program and enhance revenues for all of the jurisdictions in the Victor Valley. Finally, fulfilling the past STIP commitment would mean that the Victor Valley would maintain access to its proportional shares of future STP and STIP revenue as it becomes available.

Victor Valley MLH Program

After deducting 1% of the revenue for administration and the 20% cash reserve, 20% of the actual revenue is recommended for use to repay Hesperia's PAA. SANBAG is also proposing to allocate \$7.5 million in STP for both the La Mesa/Nisqualli interchange and the Yucca Loma Bridge. The allocation of federal STP funds would eliminate the need to bond in Fiscal Year 2010/2011 against the Victor Valley MLH revenue stream. However, bonding will be required for the Yucca Loma Bridge in Fiscal Year 2011/2012 to complete the funding package for the project. Specific decisions about bonding for this project and others will be made by the Board of Directors at a later date.

Victor Valley Project Development and Traffic Management Systems Program

The Expenditure Plan established a new program in the Victor Valley for Measure I 2010-2040, the Project Development and Traffic Management Systems (PDTMS) Program. The PDTMS Program was established for projects such as corridor studies, project study reports, traffic flow improvements, congestion management, commuter assistance programs and programs that contribute to environmental enhancement. In November 2008, the Board approved a contribution from the Victor Valley PDTMS program for reimbursement of expenses within the Victor Valley associated with the I-15 Toll Feasibility Study. The amount approved for contribution to the study is \$241,000. This allocation and apportionment strategy recommends allocating \$67,000 in Fiscal Year 2010/2011 to the project, leaving \$64,000 of revenue that can be made available to additional PDTMS projects. Additional PDTMS could be allocated to the I-15 Toll Feasibility Study, if no other projects received an allocation. At \$67,000 per year, the total contribution to the project would take 3.5 years to fund. The Victor Valley subarea representatives will be convening to discuss potential allocations to projects under this program prior to the Mountain/Desert Committee in February. Any recommendations from the subarea representatives will be incorporated into the version of this agenda item that is presented to the Mountain/Desert Committee on February 19, 2010.

The apportionment and allocation recommendation in this item focuses on only the Valley and the Victor Valley subareas. These are the only two subareas that are subject to the policies governing apportionment and allocation in the Strategic Plan. The Rural Mountain/Desert subareas will continue to receive their local pass-through funds on a monthly basis and allocations of Major Local Highways Program funds will be made on a case-by-case basis as directed by the subarea representatives and the Mountain/Desert Committee.

Finally, the recommended apportionment and allocation assumes that there will be a need for bonding late in Fiscal Year 2010/2011, with a majority of the bond proceeds required for Fiscal Year 2011/2012. Approval of Recommendation 2 will enable SANBAG to prepare for such an issuance; however, the actual issuance of up to an additional \$79.5 million in short-term bonds should be deferred until it is most prudent to proceed.

Attachment A summarizes the bonding needs by program based on the apportionment recommendation included in this agenda item. The cost of issuance could reduce the amount available to projects by 5-6 percent.

Financial Impact:

Approval of this item is consistent with the approved SANBAG Budget for Fiscal Year 2009/2010, Task No. 51510000. The approved apportionment will be reflected in the Fiscal Year 2010/2011 SANBAG Budget and effectively commits SANBAG to further bonding late in Fiscal Year 2010/2011. This apportionment action would allocate approximately \$106.1 million in Measure I 2010-2040 revenues in the Cajon Pass, San Bernardino Valley and Victor Valley subareas. This near-term apportionment and allocation action is an initial step toward implementation of an aggressive five-year strategy to commit approximately \$588 million in Measure I 2010-2040 revenues, leveraging additional state, federal, and private funds, to deliver many of the Measure I Expenditure Plan's highest priority transit, freeway, interchange, grade separation, and arterial roadway projects.

Reviewed By:

This item was reviewed and recommended for approval by the Major Projects Committee (13-2-0; Opposed: Supervisory Biane, Supervisor Gonzales) on February 11, 2010. It was reviewed and unanimously recommended for approval by the Mountain/Desert Committee on February 19, 2010. The Transportation Technical Advisory Committee provided a review of the overall apportionment concept on February 1, 2010.

Responsible Staff:

Steve Smith, Chief of Planning

Attachment A
Measure I 2010-2040
Fiscal Year 2010/2011 Recommended Apportionment and Allocation Strategy

Key Assumptions of Apportionment/Allocation Recommendations:

- The Measure I Ordinance allows for up to 1% of revenue to be used by SANBAG for administration of the Measure. The recommendation includes 1% of the projected revenue for administration of Measure I. Although the apportionment tables include an absolute value, the amount set aside for administration will be based on 1% of Measure I revenues.
- After deducting revenue for Measure I administration, a Measure I reserve is created with 20% of the revenue from the Cajon Pass, Valley Freeway, Interchange, Major Street, Metrolink/Rail, Express Bus/BRT, Traffic Management Systems, Victor Valley Major Local Highway and Victor Valley Project Development and Traffic Management Systems programs. Although the apportionment tables include an absolute value, the reserve will be based on 20% of actual program revenues.
- Local Street and Senior and Disabled Transit programs are funded at the Expenditure Plan percentages and revenues from these programs are not used for the agency reserve.
- Project Advancement Agreements (PAAs) are repaid with 40% of actual Valley Interchange and Valley Major Street and 20% of the actual Victor Valley Major Local Highways Program revenues. Although the apportionment tables include absolute values, PAA repayments will be based on 40% of actual program revenues from the Valley Interchange and Major Street programs and 20% of actual program revenues from the Victor Valley Major Local Highways Program.
- Out of the amount apportioned to the Major Streets Program, after deduction of the 40% for PAA repayment, 20% of remaining revenue was allocated to grade separation projects and 80% of remaining revenue was allocated to arterial projects.
- The recommendation defers project development on the SR-210 East until a delivery schedule for the project is established as part of the Measure I 10-Year Delivery Plan.
- Loans of Measure I are not included to cover the development mitigation responsibilities for projects included in the Nexus Study.
- Cash flow borrowing and bonding are apportionment level activities. Any amount of cash flow borrowed or bond proceeds required are allocated proportionally to projects included in the allocation table.

Table 3:
Measure I 2010-2040
FY10/11 Apportionment and Allocation Table for the Cajon Pass and
San Bernardino Valley Subarea (\$1,000s)

Program/Project	Direct Revenue Allocation	Cash Flow Loaned	Cash Flow Borrowed	Bond Proceeds	Total Apportionment
Administration	\$ 865	\$ -	\$ -	\$ -	\$ 865
Reserve	\$ 12,493	\$ -	\$ -	\$ -	\$ 12,493
Cajon Pass Total	\$ 2,336	\$ -	\$ 3,664	\$ -	\$ 6,000
Devore Interchange	\$ 2,336	\$ -	\$ 3,664	\$ -	\$ 6,000
Freeway Total	\$ 11,428	\$ 7,759	\$ -	\$ -	\$ 11,428
I-215 BI-County	\$ 4,506	\$ -	\$ -	\$ -	\$ 4,506
I-215/Barton Rd	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
I-10 HOV	\$ 1,277	\$ -	\$ -	\$ -	\$ 1,277
Fwy Prog Support	\$ 3,645	\$ -	\$ -	\$ -	\$ 3,645
Interchange Total	\$ 7,278	\$ -	\$ -	\$ 3,232	\$ 10,510
Project Advancement	\$ 2,911	\$ -	\$ -	\$ -	\$ 2,911
I-10/Cherry	\$ 2,759	\$ -	\$ -	\$ 2,043	\$ 4,802
I-10/Citrus	\$ 1,607	\$ -	\$ -	\$ 1,190	\$ 2,797
Major Street Total	\$ 13,232	\$ -	\$ 5,229	\$ 3,074	\$ 21,534
Project Advancement	\$ 5,293	\$ -	\$ -	\$ -	\$ 5,293
Glen Helen Grade Sep	\$ 174	\$ -	\$ 573	\$ 337	\$ 1,083
Hunts Ln*	\$ -	\$ -	\$ -	\$ -	\$ -
N. Milliken Grade Sep	\$ 116	\$ -	\$ 383	\$ 225	\$ 724
S. Milliken Grade Sep	\$ 674	\$ -	\$ 2,221	\$ 1,306	\$ 4,201
Palm Grade Sep	\$ 428	\$ -	\$ 1,408	\$ 828	\$ 2,664
Vineyard Grade Sep	\$ 196	\$ -	\$ 644	\$ 379	\$ 1,218
Arterial Projects	\$ 6,351	\$ -	\$ -	\$ -	\$ 6,351
Local Street Total	\$ 16,540	\$ -	\$ -	\$ -	\$ 16,540
Pass-through Projects	\$ 16,540	\$ -	\$ -	\$ -	\$ 16,540
TMS Total	\$ 189	\$ 1,134	\$ -	\$ -	\$ 189
Signal Sync	\$ -	\$ -	\$ -	\$ -	\$ -
Alt Fuel/ITS	\$ 189	\$ -	\$ -	\$ -	\$ 189
Metrolink/Rail Total	\$ 5,293	\$ -	\$ -	\$ 3,000	\$ 8,293
Metrolink Operations	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
Metrolink Capital	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Metrolink 1st Mile Ext	\$ 2,293	\$ -	\$ -	\$ 3,000	\$ 5,293
Express Bus/BRT Total	\$ 1,323	\$ -	\$ -	\$ -	\$ 1,323
E Street sbX	\$ 1,323	\$ -	\$ -	\$ -	\$ 1,323
Senior/Disabled Total	\$ 6,616	\$ -	\$ -	\$ -	\$ 6,616
Fare Subsidies	\$ 6,616	\$ -	\$ -	\$ -	\$ 6,616
Total Cajon Pass & Valley	\$ 77,592	\$ 8,893	\$ 8,893	\$ 9,306	\$ 95,791

*Allocation recommendation replaces Measure I request with STP/CMAQ funding

** Reserve is an estimate based on revenue projections. Actual value will be based on 20% of affected program revenues

*** PAA reimbursement is an estimate based on revenue projections. Actual values will be based on 40% of Interchange and Major Street revenue

Table 4:
Measure I 2010-2040
FY10/11 Allocation of Valley Arterial Sub-program Funds by Jurisdiction (\$1,000s)

Jurisdiction	Equitable Share	Allocation
Chino	7.6%	\$ 482.68
Chino Hills	2.2%	\$ 139.72
Colton	2.5%	\$ 158.78
Fontana	19.5%	\$ 1,238.45
Grant Terrace	1.4%	\$ 88.91
Highland	6.8%	\$ 431.87
Loma Linda	4.1%	\$ 260.39
Montclair	0.6%	\$ 38.11
Ontario	12.3%	\$ 781.17
Rancho Cucamonga	5.1%	\$ 323.90
Redlands	4.9%	\$ 311.20
Rialto	3.9%	\$ 247.69
San Bernardino	7.9%	\$ 501.73
Upland	2.3%	\$ 146.07
Yucaipa	6.0%	\$ 381.06
County	12.9%	\$ 819.28
Total	100.0%	\$ 6,351.00

Table 5:
Measure I 2010-2040
FY 10/11 Apportionment and Allocation Table for the
Victor Valley Subarea (\$1,000s)

Program/Project	Direct Revenue Allocation	Cash Flow Loaned	Cash Flow Borrowed	Bond Proceeds	Total Apportionment
Administration	\$ 118	\$ -	\$ -	\$ -	\$ 118
Reserve	\$ 624	\$ -	\$ -	\$ -	\$ 624
Victor Valley MLH	\$ 868	\$ -	\$ -	\$ -	\$ 868
Hesperia PAA	\$ 468	\$ -	\$ -	\$ -	\$ 468
La Mesa/Nisqualli*	\$ -	\$ -	\$ -	\$ -	\$ -
Yucca Loma Bridge*	\$ 400	\$ -	\$ -	\$ -	\$ 400
Local Street Total	\$ 8,029	\$ -	\$ -	\$ -	\$ 8,029
Pass-through Projects	\$ 8,029	\$ -	\$ -	\$ -	\$ 8,029
Proj Dev & TMS Total	\$ 131	\$ -	\$ -	\$ -	\$ 131
I-15 Toll Feasibility Study	\$ 67	\$ -	\$ -	\$ -	\$ 67
Other PDTMS Projects	\$ 64	\$ -	\$ -	\$ -	\$ 64
Senior/Disabled Transit Total	\$ 585	\$ -	\$ -	\$ -	\$ 585
Total Victor Valley	\$ 10,356	\$ -	\$ -	\$ -	\$ 10,356

* Allocation recommendation replaces Measure I request with STP/CMAQ funding

** Reserve is an estimate based on revenue projections. Actual value will be based on 20% of affected program revenues

*** PAA reimbursement is an estimate based on revenue projections. Actual values will be based on 20% of MLH revenue

Measure I 2010-2040

FY10/11 Apportionment Recommendation and Five-Year CPNA Analysis

Recommended Alternative: Prop 1B Projects (+Tippe & Hunts Ln), sbX, Metrolink Extension (PAYG until Long Bond), I-10HOV proj dev, Barton Rd I/C, Devore receives \$151M federal earmark, and is Design-Build, additional use of STP/CMAQ

Program	FY10/11								FY11/12								FY12/13							
	Project Needs	Exp Plan Rev	Aptble Rev	Un-met Need	Un Allocated Prog Bal	Cash Flow Borrowed	Bond Rev	Total FY10/11 Apport	Project Needs	Exp Plan Rev	Aptble Rev	Un-met Need	Un Allocated Prog Bal	Cash Flow Borrowed	Bond Rev	Total FY 11/12 Apport	Project Needs	Exp Plan Rev	Aptble Rev	Un-met Need	Un Allocated Prog Bal	Cash Flow Borrowed	Bond Rev	Total FY 12/13 Apport
Administration (1%)		\$865																						
Cajon Pass Revenue		\$2,920																						
Valley Revenue		\$82,701																						
Total Reserve		\$12,493																						
Total Aptble Revenue		\$73,127																						
Total Debt Service		\$0																						
Cajon Pass Debt		\$0																						
Valley Debt		\$0																						
Cajon Pass	\$6,000	\$2,920	\$2,336	(\$3,664)	\$0	\$3,664	\$0	\$6,000	\$31,968	\$2,919	\$2,913	(\$29,055)	\$0	\$434	\$28,621	\$31,968	\$20,000	\$2,979	\$2,062	(\$17,938)	\$0	\$0	\$17,938	\$20,000
Freeway	\$11,428	\$23,983	\$19,187	\$0	\$7,759	\$0	\$0	\$11,428	\$39,486	\$23,981	\$23,933	(\$15,553)	\$0	\$0	\$15,553	\$39,486	\$29,398	\$24,465	\$14,022	(\$15,376)	\$0	\$0	\$15,376	\$29,398
Interchange	\$10,510	\$9,097	\$7,278	(\$3,232)	\$0	\$0	\$3,232	\$10,510	\$11,765	\$9,096	\$9,078	(\$2,687)	\$0	\$0	\$2,687	\$11,765	\$10,177	\$9,280	\$5,319	(\$4,859)	\$0	\$0	\$4,859	\$10,177
PAAs	\$2,911	\$3,639	\$2,911	\$0	\$0	\$0	\$0	\$2,911	\$3,631	\$3,638	\$3,631	\$0	\$0	\$0	\$0	\$3,631	\$2,127	\$3,712	\$2,127	\$0	\$0	\$0	\$0	\$2,127
Projects	\$7,599	\$5,458	\$4,367	(\$3,232)	\$0	\$0	\$0	\$7,599	\$8,134	\$5,458	\$5,447	(\$2,687)	\$0	\$0	\$0	\$8,134	\$8,050	\$5,568	\$3,191	(\$4,859)	\$0	\$0	\$4,859	\$8,050
Major Street	\$21,534	\$16,540	\$13,232	(\$8,302)	\$0	\$5,229	\$3,074	\$21,534	\$29,558	\$16,538	\$16,505	(\$13,052)	\$0	\$0	\$13,052	\$29,558	\$51,013	\$16,873	\$9,670	(\$41,343)	\$0	\$0	\$41,343	\$51,013
PAAs	\$5,293	\$6,616	\$5,293	\$0	\$0	\$0	\$0	\$5,293	\$6,602	\$6,615	\$6,602	\$0	\$0	\$0	\$0	\$6,602	\$3,888	\$6,749	\$3,888	\$0	\$0	\$0	\$0	\$3,888
Grade Seps	\$9,890	\$1,985	\$1,588	(\$8,302)	\$0	\$5,229	\$3,074	\$9,890	\$15,033	\$1,985	\$1,981	(\$13,052)	\$0	\$0	\$0	\$15,033	\$42,503	\$2,025	\$1,160	(\$41,343)	\$0	\$0	\$41,343	\$42,503
Arterials	\$8,351	\$7,939	\$6,351	\$0	\$0	\$0	\$0	\$8,351	\$7,923	\$7,938	\$7,923	\$0	\$0	\$0	\$0	\$7,923	\$4,642	\$8,099	\$4,642	\$0	\$0	\$0	\$0	\$4,642
Local Street	\$16,540	\$16,540	\$16,540	\$0	\$0	\$0	\$0	\$16,540	\$16,538	\$16,538	\$16,538	\$0	\$0	\$0	\$0	\$16,538	\$16,873	\$16,873	\$16,873	\$0	\$0	\$0	\$0	\$16,873
TMS	\$189	\$1,654	\$1,323	\$0	\$1,134	\$0	\$0	\$189	\$1,217	\$1,654	\$1,651	\$0	\$0	\$0	\$0	\$1,217	\$1,250	\$1,687	\$967	(\$283)	\$0	\$0	\$0	\$1,250
Metrolink/Rail	\$8,293	\$6,616	\$5,293	(\$3,000)	\$0	\$0	\$3,000	\$8,293	\$9,602	\$6,615	\$6,602	(\$3,000)	\$434	\$0	\$0	\$9,602	\$22,918	\$6,749	\$3,868	(\$19,050)	\$0	\$0	\$19,050	\$22,918
Express Bus/BRT	\$1,323	\$1,654	\$1,323	\$0	\$0	\$0	\$0	\$1,323	\$1,654	\$1,654	\$1,651	(\$3)	\$0	\$0	\$3	\$9,500	\$9,500	\$1,687	\$967	(\$8,533)	\$0	\$0	\$8,533	\$9,500
Senior/Disabled	\$6,616	\$6,616	\$6,616	\$0	\$0	\$0	\$0	\$6,616	\$6,615	\$6,615	\$6,615	\$0	\$0	\$0	\$0	\$6,615	\$6,749	\$6,749	\$6,749	\$0	\$0	\$0	\$0	\$6,749
Total	\$82,433	\$85,620	\$73,127	(\$18,199)	\$8,893	\$8,893	\$9,306	\$82,433	\$148,404	\$85,612	\$85,487	(\$63,351)	\$434	\$434	\$62,917	\$148,404	\$167,878	\$87,342	\$60,497	(\$107,381)	\$0	\$0	\$107,381	\$167,878

Program	FY13/14								FY14/15							
	Project Needs	Exp Plan Rev	Aptble Rev	Un-met Need	Un Allocated Prog Bal	Cash Flow Borrowed	Bond Rev	Total FY 13/14 Apport	Project Needs	Exp Plan Rev	Aptble Rev	Un-met Need	Un Allocated Prog Bal	Cash Flow Borrowed	Bond Rev	Total FY 14/15 Apport
Administration (1%)		\$891														
Cajon Pass Revenue		\$3,009														
Valley Revenue		\$85,206														
Total Reserve		\$12,871														
Total Aptble Revenue		\$61,369														
Total Debt Service		\$26,719														
Cajon Pass Debt		\$911														
Valley Debt		\$25,808														
Cajon Pass	\$24,588	\$3,009	\$2,091	(\$22,497)	\$0	\$984	\$21,513	\$24,588	\$9,908	\$3,038	\$2,121	(\$7,787)	\$0	\$9,179	(\$1,392)	\$9,908
Freeway	\$15,028	\$24,710	\$14,266	(\$762)	\$0	\$0	\$762	\$15,028	\$14,269	\$24,957	\$14,513	\$0	\$244	\$0	\$0	\$14,269
Interchange	\$8,938	\$9,373	\$5,411	(\$3,526)	\$0	\$0	\$3,526	\$8,938	\$2,775	\$9,466	\$5,505	\$0	\$2,730	\$0	\$0	\$2,775
PAAs	\$2,165	\$3,749	\$2,165	\$0	\$0	\$0	\$0	\$2,165	\$2,202	\$3,787	\$2,202	\$0	\$0	\$0	\$0	\$2,202
Projects	\$8,773	\$6,624	\$3,247	(\$3,526)	\$0	\$0	\$3,526	\$8,773	\$573	\$5,680	\$3,303	\$0	\$2,730	\$0	\$0	\$573
Major Street	\$42,398	\$17,041	\$9,839	(\$32,559)	\$0	\$0	\$32,559	\$42,398	\$8,808	\$17,212	\$10,009	\$0	\$1,201	\$0	\$0	\$8,808
PAAs	\$3,935	\$6,817	\$3,935	\$0	\$0	\$0	\$0	\$3,935	\$4,004	\$6,885	\$4,004	\$0	\$0	\$0	\$0	\$4,004
Grade Seps	\$33,740	\$2,045	\$1,181	(\$32,559)	\$0	\$0	\$32,559	\$33,740	\$0	\$2,065	\$1,201	\$0	\$1,201	\$0	\$0	\$0
Arterials	\$4,723	\$8,180	\$4,723	\$0	\$0	\$0	\$0	\$4,723	\$4,804	\$8,262	\$4,804	\$0	\$0	\$0	\$0	\$4,804
Local Street	\$17,041	\$17,041	\$17,041	\$0	\$0	\$0	\$0	\$17,041	\$17,212	\$17,212	\$17,212	\$0	\$0	\$0	\$0	\$17,212
TMS	\$1,288	\$1,704	\$984	(\$304)	\$0	\$0	\$304	\$1,288	\$2,230	\$1,721	\$1,001	(\$1,229)	\$0	\$0	\$1,229	\$2,230
Metrolink/Rail	\$11,453	\$6,817	\$3,935	(\$7,518)	\$0	\$0	\$7,518	\$11,453	\$0	\$6,885	\$4,004	\$0	\$4,004	\$0	\$0	\$0
Express Bus/BRT	\$0	\$1,704	\$984	\$0	\$984	\$0	\$0	\$0	\$0	\$1,721	\$1,001	\$0	\$1,001	\$0	\$0	\$0
Senior/Disabled	\$6,817	\$6,817	\$6,817	\$0	\$0	\$0	\$0	\$6,817	\$6,885	\$6,885	\$6,885	\$0	\$0	\$0	\$0	\$6,885
Total	\$127,550	\$88,215	\$61,369	(\$67,166)	\$984	\$984	\$66,182	\$127,550	\$62,086	\$89,097	\$62,249	(\$9,016)	\$9,179	\$9,179	(\$163)	\$62,086

Costs FY09/10 Rev Note \$16,913
Total Bonding Need (FY10/11-FY14/15) \$245,623
Total FY10-15 Needs + Costs FY09/10 Rev Note \$262,536
Total + Trans Costs \$292,465
Annual Debt Service \$26,719

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 32

Date: March 3, 2010

Subject: Consideration of Resolution No. 10-005 concerning issues related to the Colonies lawsuit in light of recent developments involving other government agencies and officials.

Recommendation:* Discuss and consider approval of a resolution related to the Colonies lawsuit.

Background: The County of San Bernardino and the San Bernardino County Flood Control District have filed suit against SANBAG seeking recovery of \$102 million paid as part of a settlement with the Colonies Partners. SANBAG has been defending itself against the suit and has appointed a Legal Ad Hoc Committee from among the members of the Board of Directors to help guide the defense of this suit.

At this time the Legal Ad Hoc Committee would like for the Board of Directors to consider a resolution addressing certain specific issues related to the law suit in light of recent developments involving other government agencies and officials. The resolution is still being drafted and will be provided to the Board of Directors at the Board meeting.

Financial Impact: The adoption of the resolution itself has no impact on the current SANBAG budget.

Reviewed By: This item has been reviewed by the Legal Ad Hoc Committee.

Responsible Staff: Duane A. Baker, Director of Management Services

*

Approved
San Bernardino Associated Governments

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

AGENCY REPORTS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

MARCH COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:

Patronage on the San Bernardino Line increased 7% compared to last month but was down almost 13% from the same month last year. Preliminary February data is about the same as January with a current average of 11,524 passenger trips per weekday.

San Bernardino Line Saturday patronage was also up (+9%) from last month. January 2010, however, was almost 7% slower than January 2009. February data-to-date shows higher ridership than January, currently at 3,472 passenger trips per Saturday.

Sunday ridership showed a 12% increase from last month as well as a 2% increase from the same month a year ago. As of mid-February, average Sunday ridership is even higher than January with a current average of 2,471 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:

January average daily ridership on the Riverside Line increased almost 9% from last month and was also up 3% in a year-to-year comparison. A preview look at February data shows about the same level of patronage with a current average of 5,501 passenger trips per weekday.

Inland Empire-Orange County (IEOC) Line:

Ridership on the IEOC Line increased as well, up almost 8% from December 2009. January 2010, however, was almost 9% slower than January 2009. At this point, February ridership is holding steady from January with the current daily average at 4,023 passenger trips per weekday.

Total System:

System wide, average daily ridership climbed almost 9% from December 2009. January 2010 was 7% slower than January 2009. Early data for February suggests the same ridership volume as January with a current average of 40,763 passenger trips per weekday.

Riverside-Ontario-Los Angeles Line:

On-time performance for the Riverside Line also worsened compared to December. Inbound trains dropped one percentage point to be on time 95% of the time, but outbound trains dropped eleven points, from 98% on time in December to 87% on time in January. "Other" operations issues caused fourteen of the twenty-two reported delays.

Inland Empire-Orange County (IEOC) Line:

IEOC Line on-time performance also worsened a bit over the past month. Although southbound trains held steady at 97% on time, northbound trains dropped from 97% on time in December to 91% on time in January. Fifteen of the twenty-six reported delays were caused by "other" operations issues.

Table 3

On Time Performance

% of weekday trains arriving w/in 5 min of scheduled time

(January 2010 vs. January 2009)

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So	No
January 2010	85%	81%	95%	87%	97%	91%
January 2009	95%	96%	99%	97%	96%	95%

Table 1

Average Weekday Daily Ridership*

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
January 2010	11,513	5,524	4,026	40,765
January 2009	13,188	5,366	4,405	43,988
% Change	12.7%	+ 2.9%	- 8.6%	- 7.3%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	<u>San Bernardino</u> <u>Saturday</u>	<u>San Bernardino</u> <u>Sunday</u>
January 2010	3,277	2,303
January 2009	3,513	2,251
% Change	- 6.7%	+ 2.3%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

San Bernardino Line:

On-time performance for the San Bernardino Line suffered significantly from December to January to post the worst performance for this line in over five years. Inbound trains dropped from 93% on time in December to 85% on time in January. Outbound trains dropped nine percentage points from December and finished January on time 81% of the time. Of the 142 reported delays, a quarter were due to Metrolink operations and a third were caused by "other" operations issues.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 10, 2010

Members of the Governing Board:

Chairman

Dr. William A. Burke
Speaker of the Assembly
Appointee

Vice Chairman

Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles

Marion Ashley
Supervisor, 5th District
County of Riverside

Michael A. Cacciotti
Councilmember, City of South Pasadena
Cities of Los Angeles County/
Eastern Region

Bill Campbell
Supervisor, Third District
County of Orange

Jane W. Carney
Senate Rules Appointee

Josie Gonzales
Supervisor, Fifth District
County of San Bernardino

Ronald O. Loveridge
Mayor, Riverside
Cities of Riverside County

Joseph K. Lyou, Ph.D.
Governor's Appointee

Jan Perry
Councilmember, 9th District
City of Los Angeles Representative

Miguel A. Pulido
Mayor, Santa Ana
Cities of Orange County

Tonia Reyes Uranga
Councilmember, City of Long Beach
Cities of Los Angeles County/
Western Region

To: Mayors and Councilmembers

From: Dennis R. Yates, Mayor/City of Chino
Cities of San Bernardino County
Vice Chairman, South Coast AQMD

Attached are the agenda items and the outcome of the February 5, 2010, AQMD Governing Board meeting, and a preview of the items for discussion at the March 5, 2010 meeting.

PUBLIC HEARING ITEMS AT THE FEBRUARY 5, 2010 BOARD MEETING

Receive Public Input on Executive Officer's Priority Goals for FY 2010-11

A set of priority goals for the FY 2010-11 Budget has been developed. The Executive Officer wishes to receive public and Board Member input on these priority goals as they serve as the foundation of AQMD's Work Program.

Votes: 10 Yes; 0 No; 3 Absent

Rescind Rule 1309.2 – Offset Budget and Amend Rule 1309 – Emission Reduction Credits and Short Term Credits

Staff is proposing to rescind Rule 1309.2 in an effort to streamline the CEQA analysis associated with the readoption of Rule 1315 and to amend Rule 1309 to remove reference to Rule 1309.2 and add language references in 1309.2 to Rule 1309.

Votes: 10 Yes; 0 No; 3 Absent

PUBLIC HEARINGS SET FOR MARCH 5, 2010 BOARD MEETING

Amend Rule 1193 – Clean On-Road Residential and Commercial Collection Vehicles

Amendments are proposed to Rule 1193 to address recent court decisions on fleet rule applicability in terms of modifying the scope of the rule to apply to government fleets. In addition, amendments are proposed to require the use of alternative-fuel solid waste collection vehicles when government agencies issue contracts for new or renewed solid waste collection services for both commercial and residential service.

Amend Regulation IX – Standards of Performance for New Stationary Sources

Periodic amendments to Regulation IX incorporate new or amended federal standards by reference. Three actions enacted by U.S. EPA in 2009, for NSPS, are proposed for incorporation into Regulation IX. The NSPS actions cover: compliance alternatives for fossil-fuel fired steam generators and industrial-commercial-institutional steam combustion turbines burning low-sulfur content biogas; and revision of some emission limits for certain equipment at coal preparation and processing plants. Affected industries include: industries using fossil-fuel-fired steam generators and industrial-commercial-institutional steam generating units; industries using stationary combustion turbines; and industries preparing and processing coal.

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	P. Gilbreath	L. McCallon		P. Gilbreath
District 7 (San Bernardino, Highland)	L. McCallon	D. Robertson		
District 8 (Rialto, Fontana)	D. Robertson	P. Eaton	P. Eaton	
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton	G. Duncan		G. Duncan
District 10 (Chino, Chino Hills, Ontario)	G. Duncan	B. Jahn		
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	B. Jahn	G. Coleman		G. Ovitt
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	G. Coleman	G. Ovitt		
San Bernardino County	G. Ovitt	K. Chastain		K. Chastain
SANBAG Acting as County Transportation Commission	K. Chastain	B. Cortes	Vacant (J. Harrison)	Vacant (P. Leon)
SANBAG Subregional Appointees*		G. Norton-Perry	E. Scott	J. Pomierski
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		Vacant (J. Mitchell)		

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles:

10:00 a.m., Policy Committees
12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, **Transportation and Communications:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

[illegible]

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Major Projects Committee Membership consists of 19 SANBAG Board Members from jurisdictions in the Valley and County Supervisors representing areas in the Valley.</p>	<p>Provides policy guidance and recommendations to the Board of Directors on issues related to the Measure I Major Projects in the Valley.</p>	<p>John Pomierski, Upland (Chair) Bea Cortes, Grand Terrace (Vice Chair) Paul Biane, Supervisor Kelly Chastain, Colton Neil Derry, Supervisor Paul Eaton, Montclair Pat Gilbreath, Redlands Josie Gonzales, Supervisor Ed Graham, Chino Hills Larry McCallon, Highland Patrick Morris, San Bernardino Mark Nuaimi, Fontana Gary Ovitt, Supervisor Richard Riddell, Yucaipa Rhodes "Dusty" Rigsby, Loma Linda Ed Scott, Rialto Alan Wapner, Ontario Diane Williams, Rancho Cucamonga Dennis Yates, Chino</p>	<p>Indeterminate (6/30/2010) Indeterminate (6/30/2010) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>
<p>Plans & Programs Committee Membership consists of 14 Board Members: 3 city SANBAG Board Members from each of the West Valley, East Valley, and Mountain/Desert subregions All County Supervisors City members shall be elected by caucus of city SANBAG Board Members within the subarea.</p>	<p>Provides ongoing policy level oversight for: (1) State and federal funding and programming requirements and related actions; (2) Congestion Management Program, Comprehensive Transportation Plan, and input into the Regional Transportation Plans; and (3) Transit, Call Box, Rideshare, and Freeway Service Patrol programs. Committee has authority to approve contracts of up to \$25,000 with notification to Board of Directors</p>	<p>Larry McCallon, Highland (Chair) Bill Jahn, Big Bear Lake (Vice Chair) Paul Biane, Supervisor Bea Cortes, Grand Terrace Neil Derry, Supervisor Paul Eaton, Montclair Josie Gonzales, Supervisor Brad Mitzelfelt, Supervisor William Neeb, Yucca Valley Mark Nuaimi, Fontana Gary Ovitt, Supervisor Richard Riddell, Yucaipa Rick Roelle, Apple Valley Diane Williams, Rancho Cucamonga</p>	<p>12/31/2010 (6/30/2010) 12/31/2011 (6/30/2010) Indeterminate 12/31/2011 Indeterminate 12/31/2010 Indeterminate Indeterminate 12/31/2010 12/31/2011 Indeterminate 12/31/2010 12/31/2010 12/31/2011</p>

Policy Committee Meeting Times

Administrative Committee
 Commuter Rail & Transit Committee
 Major Projects Committee
 Mountain/Desert Committee
 Plans & Programs Committee

Second Wednesday, 9:00 a.m., SANBAG Offices
 Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
 Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
 Third Friday, 9:00 a.m., Apple Valley
 Third Wednesday, 12:00 noon, SANBAG Offices

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Audit Subcommittee of the Administrative Committee</p> <p>In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board.</p> <p>Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. 	<p>Audit Subcommittee (for FY 2008-2009 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Paul Eaton, Montclair - Vice President – Brad Mitzelfelt, Supervisor - Immediate Past President – Gary Ovitt, Supervisor - Presidential Appointment – Pat Gilbreath, Redlands
<p>Ad Hoc Committee to Review Council of Government Roles</p> <p>In June 2006, the SANBAG President appointed the committee.</p>	<p>Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.</p>	<p>Kelly Chastain, Colton (Chair)</p> <p>Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert</p> <p>Josie Gonzales, SBCO, representing the East Valley</p> <p>John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair</p> <p>Pat Morris, San Bernardino, representing the East Valley</p> <p>Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair</p> <p>Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.</p>
<p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</p> <p>In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.</p> <p>In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair</p> <p>Mark Nuaimi, Fontana</p> <p>Pat Gilbreath, Redlands</p> <p>Richard Riddell, Yucaipa</p> <p>Larry McCallon, Highland</p>

SANBAG Policy Committee Membership

February 3, 2010

SANBAG Ad Hoc Committees (cont.)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Ad Hoc Committee on Consolidated Transportation Services Agency</p> <p>This new Ad Hoc Steering Committee was approved by the Board of Directors on December 2, 2009. The SANBAG President has appointed seven members to the newly created committee.</p>	<p>Makes recommendations to the Commuter Rail and Transit Committee and Board of Directors on designation of a Consolidated Transportation Services Agency for the San Bernardino Valley to coordinate the delivery of transportation services to seniors, disabled persons and persons of low income.</p>	<p>Paul Eaton, Montclair Gary Ovitt, Supervisor Josie Gonzales, Supervisor Pat Morris, San Bernardino Kelly Chastain, Colton Dennis Yates, Chino Richard Riddell, Yucaipa</p>	<p>On or before 12/31/2010</p>

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996